



HILLINGDON

LONDON

Meeting:	Hillingdon Planning Committee	
Date:	11th March 2026	Time: 7:00pm
Venue:	Committee Room 5, Civic Centre	

ADDENDUM SHEET

Item: 7	Location: Land at HPH2, HPH5, and Multistorey Car Park
Amendments/Additional Information:	Officer Comments:
<p>Amend S106 HoT viii to the following:</p> <p><i>Transport for London Contributions: Financial contributions to be calculated at the Reserved Matters stage, indicatively totalling the following amounts:</i></p> <p><i>a. A312 contribution up to £54,640.</i></p> <p><i>b. <u>Bus Service Enhancement</u> contribution up to £598,000. A proportional amount of each contribution, corresponding to the relevant phase, shall be paid prior to commencement of that phase.</i></p>	For clarity.
<p>Condition 36 (Landscape Plan) to be amended as follows:</p> <p><i>...<u>(ii)(d) Car Parking Layouts, including standard parking, disabled persons' parking and motorcycle parking (at a ratio of 0.2 parking spaces per residential unit, in accordance with London Plan requirements)</u>...</i></p>	To ensure that car parking is allocated appropriately.
<p>Condition 50 (Parking Design & Management Plan) to be amended as follows:</p> <p><i>... <u>(ii) Ensure that parking spaces are allocated appropriately (with a preference for family units to be allocated car parking), are leased and are not sold;</u>...</i></p>	For clarity.
<p>The following Stage 1 comments from the Greater London Authority were mistakenly omitted from Table 4 Summary of Consultee Responses. These are copied below for information:</p>	<p>Provided for completeness. These comments were considered and informed the</p>

<p>Strategic Issues Summary</p> <p>Land use principles: The residential-led redevelopment of the site is supported in strategic land use terms, subject to the Council confirming that the resulting loss of office floorspace is acceptable.</p> <p>Affordable housing: 0% affordable housing, which is contrary to London Plan Policy H4 and is not supported; and the applicant's FVA and the LPA's independent review are being robustly scrutinised by GLA officers in order to maximise the delivery of affordable units. Early, mid and late stage viability reviews must be secured via the Section 106 agreement with any grant of permission.</p> <p>Urban design: A tall building is acceptable on balance given the emerging context; and overall, the proposed layout, scale and vision for open space and character is broadly supported; however, matters raised in relation to safety and quality of routes, building crowns and height variation should be addressed.</p> <p>Transport: An updated ATZ assessment which reviews all routes during darker hours should be undertaken; further information on the proposed pedestrian crossing on North Hyde Road and cycle movements around the site should be provided as requested; contributions toward bus service enhancements and TfL's strategic Healthy Streets scheme should be secured in the s106 agreement; and, a delivery and servicing plan, construction logistics, travel plan and parking management plan should all be appropriately secured.</p> <p>Other issues on Environment, Sustainable infrastructure and Green infrastructure also require resolution prior to the Mayor's decision making stage.</p> <p>Recommendation</p> <p>That Hillingdon Council be advised that the application does not comply with the London Plan for the reasons set out in paragraph 65. Possible remedies set out in this report could address these deficiencies</p>	<p>assessment of the planning application.</p>
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