

Report of the Head of Planning, Sport and Green Spaces

Address HILLINGDON HOSPITAL PIELD HEATH ROAD HILLINGDON

Development: Erection of a temporary decked car park for a period of 5 years, together with 16 additional surface spaces and associated landscaping and enabling works.

LBH Ref Nos: 4058/APP/2014/2373

Drawing Nos: 1:1250 Location Plan
14170/00 Rev. P5
14170/01 Rev. P9
14170/02 Rev. P6
14170/10 Rev. P4
14170/11 Rev. P2
14170/12 Rev. P3
Design & Access Statement
Hillingdon Hospital Travel Plan (including Mount Vernon Hospita
Planning Statement
Transport Statement
View 1 3D Visualisation
View 2 3D Visualisation
View 3 3D Aerial Visualisator
Landscape Statement
Air Quality Statement
Trust's Suggested Heads of Terms dated 25 11 14

Date Plans Received: 07/07/2014

Date(s) of Amendment(s):

Date Application Valid: 07/07/2014

1. SUMMARY

The proposal is for a temporary, 1,980sqm decked car park providing 94 car parking spaces within the main public car park at Hillingdon Hospital. As part of the proposals, the surface car park below would be re-configured and extended into the adjoining grass verge. Overall, parking spaces on this part of the hospital site would increase from 390 to 479. As part of the scheme, visitor and staff parking would be segregated and served by existing accesses on Pield Heath Road and Royal Lane respectively. The visitor parking area would be barrier free at the Pield Heath Road entrance and controlled by an Automatic Number Plate Recognition system (ANPR) with parking tariffs being paid on exit.

The proposed deck and extension of the surface car park into the grassed verge would not be harmful to the visual amenities of the street scene. The loss of part of the grass verge and trees and landscaping would be mitigated by additional planting which has been conditioned. The parking deck would also be sufficiently sited away from surrounding residents so that their amenities are not adversely affected.

The Council's Highway Engineer, whilst not raising any objections to the the new car parking layout and parking management systems which will help alleviate problems of traffic queuing and congestion outside the hospital does raise the need for more to be done to curtail parking demand. A more robust travel plan would be put in place which

would be covered by a S106 Agreement. Additional disabled parking has also been covered by condition.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant temporary planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

1. Highways: A s278/s38 Agreement will need to be entered into to secure the highway works and their phasing within the construction process.

2. A revised Green Travel Plan for the Hospital Trust, based upon the Trust's suggested Heads of Terms dated 24/11/14

B) That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 29th December 2014, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

'The applicant has failed to ensure that the necessary highway works and revised Travel Plan would be undertaken/prepared in a timely manner and to an appropriate standard. The scheme therefore conflicts with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be attached:-

1 COM3 Time Limit

The car parking deck, the subject of this permission, shall be removed from the site within 5 years from the date of this permission and the land shall be restored to a state which shall be agreed in writing by the Local Planning Authority.

REASON

To accord with the terms of the planning application, in accordance with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 14170/00 Rev. P5, 14170/01 Rev. P9, 14170/02 Rev. P6, 14170/10 Rev. P4, 14170/11 Rev. P2 and 14170/12 Rev. P3 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 RES9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts (including demonstration that 9 spaces are served by electrical charging points)
 - 2.c Hard Surfacing Materials
 - 2.d Other structures (such as barrier equipment and tariff machines)

3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

6 NONSC Non Standard Condition

Notwithstanding the details shown on Drw. Nos. 14170/01 Rev. P9 and 14170/02 Rev. P6, prior to the commencement of works on site, revised plans shall be submitted to and approved by the LPA to show 9 blue badge spaces and 5 brown badge spaces.

REASON

To ensure that adequate provision is made for disabled visitors and staff, in accordance with Policy AM15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council;'s SPD Accessible Hillingdon, May 2013.

7 NONSC Non Standard Condition

Prior to the commencement of works on site, details of any lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details which shall thereafter be permanently retained.

REASON

To safeguard the visual amenity of the area, in accordance with Policy OE1 of the

INFORMATIVES

1 152 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF8	NPPF - Promoting healthy communities
NPPF10	NPPF - Meeting challenge of climate change flooding costal
LPP 2.8	(2011) Outer London: Transport
LPP 3.2	(2011) Improving health and addressing health inequalities
LPP 3.17	(2011) Health and social care facilities
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.13	(2011) Sustainable drainage
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.21	(2011) Trees and woodland
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR21	Hillingdon Hospital
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804/ 805/ 808).

4 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction

other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3. CONSIDERATIONS

3.1 Site and Locality

The 0.37 hectare site comprises part of the main Hillingdon Hospital surface car park located within the northern corner of the hospital site, adjacent to the roundabout junction of Pield Heath Road and Royal Lane. There are two small linear areas of landscaping within this part of the car park, one adjacent to the access road and one within the surface car park. To the east is the main access into the car park from the traffic lighted junction on Pield Heath Road which runs along the northern boundary of the site, separated by a wide grassed verge which extends to the back edge of the adjoining highway footpath and a bus stop shelter with the hospital's boundary within the verge marked by 0.5m high wooden post and rail fencing. There are a number of trees/ shrubs within the verge, including two large Oaks, one at each end of the verge, close to the road junctions. To the west, the site is set back by up to 13m from the hospital's Royal Lane boundary which is marked by a 4m - 5m high mixed hedgerow which thins and peters out towards the roundabout. To the south are hospital buildings and the surrounding car park.

The site forms part of an Air Quality Management Area.

3.2 Proposed Scheme

The proposal is for a temporary, approximately 1,980sqm decked car park providing 94 car parking spaces within the main public car park at Hillingdon Hospital. The surface car park layout beneath the proposed deck would be re-configured, including 16 spaces provided within the existing green verge. Overall, spaces within this part of the hospital site would increase from 390 to 479. The existing provision of 24 disabled visitor spaces would not be altered.

The deck would be approximately 3.9m high to the top of the hand rail with two external staircases, one at each end of its southern elevation and 'up' and 'down' ramps at the western and eastern ends of the structure respectively.

The new layout would allow staff and visitor spaces to be segregated, with the new deck, together with the re-configured and extended surface car park below providing a total of 288 visitor spaces, including the 24 disabled spaces which together with 6 existing drop-off spaces would be served by the existing adjoining access into the main car park from Pield Heath Road, which would now become the visitor's entrance/exit. The remaining 191 spaces along the southern part of the Royal Lane frontage would be for staff, with the existing northern access/exit point on Royal Lane utilised as the staff entrance/exit. The two car parking areas would be separated with a barrier.

The proposals involve a new pay on exit system which would be ticketless and controlled by an Automatic Number Plate Recognition system (ANPR). Visitor's cars would enter the main car park from Pield Heath Road via a barrier which would lift on entry and the ANPR would record the vehicle's details. Prior to exiting, the driver would go to a payment point, provide details of the vehicle and pay the relevant tariff enabling the car to exit the site.

In order to facilitate the new deck and parking management system, the 'out only' access

off Royal Lane would become an 'in and out' access for staff only. The main entrance would need relining and a new barrier system and appropriate signage informing visitors of their car park installed. In addition, a new cycle rack would be installed.

The key components of the new parking arrangements are:-

- Segregation of staff and visitor spaces
- Removal of the barrier to the existing main car park, allowing visitors to wait for spaces on site, rather than queue on Pield Heath Road
- Introduction of a pay on exit barrier system
- Legible clockwise internal circulation route for cars within the visitor car park
- Provision of a temporary decked car park to create a net increase of 94 on site parking spaces.
- Additional tree and shrub planting

The application is supported by the following documents:-

Design & Access Statement:

This provides an introduction to the report and describes the planning policy framework. Flood risk is considered and the report advises that the site is not located within an area at risk of flooding and there is no requirement for a Flood Risk Assessment to be submitted. Design issues and access is then considered and the report concludes that the scheme takes into account the constraints on site and will improve the overall operation of the hospital, helping to alleviate problems of vehicle queuing on Pield Heath Road.

Planning Statement:

This provides an introduction to the statement, describes the relevant planning history and briefly assesses relevant national, local and regional planning policy. The statement goes on to briefly describe what are considered to be the key planning issues, namely;- design, scale and appearance; impact on adjoining land uses; car parking/ transport; temporary nature of the proposals; landscaping and flooding and drainage before concluding that the temporary decked car park would enable the Trust to deliver high quality health care while alleviating the problems for visitors and staff who are unable to access the site. Furthermore, the proposal has been assessed against relevant material considerations, including relevant planning policies with which the proposal is considered to fully comply and as there will be no adverse impact in planning terms, permission should be granted.

Transport Statement:

This provides the background and briefly describes the proposals. In particular, it advises that currently, vehicles queue at the barriered main entrance as they seek to gain access to the main car park which extends along Pield Heath Road in both directions, which disrupts traffic and delays bus services and results in un-safe traffic movement with straight on westbound traffic utilising the right-turn only lane at the signals to by-pass the queuing traffic. It goes on to advise that the NHS remains under pressure to reduce costs and hospitals are subject to regular cost-reducing schemes which are now formally embedded in their Annual Financial Performance Management. This has resulted in a number of clinical initiatives to reduce the time a patient spends in hospital, with a compensatory increase in patient throughput to optimise hospital resources. As a result, more people are arriving at the hospital (308,716 in 2003/2004, increasing to 484,771 in 2013/2014) with a consequent increase in the demand for car parking.

The statement goes on to advise that a pay and display system which requires a barrier on entry has been found to be stressful for visitors and patients alike as it requires the driver to predict the length of time of stay which is typically underestimated and the person exposed to further unnecessary stress in trying to ensure there is sufficient time displayed on the parking ticket. Such a system is being phased out across the hospital. The statement advises that whilst the proposals for additional parking spaces are intended to remove queuing and congestion at the main entrance, the current trends in clinical procedures, the increase in parking provision may be taken up by anticipated growth in visitation to the hospital. With this in mind, the Trust will continue to develop its Travel Plan and a brief addendum to it is attached as an appendix to the statement.

Addendum to Workplace Travel Plan (2007):

This provides a schedule of initiatives/ updates that have been undertaken since the initial 2007 document was adopted. Recent key initiatives include the Mayor's Green Travel Award (2010), a car sharing event in early 2012, the introduction of a cycling scheme, where employees can buy a bike through their monthly salary which is tax free and annual bike days, the last event being held in July 2013.

Operational Justification for a Temporary Decked Car Park at Hillingdon Hospital:

This describes the scale and operation of The Hillingdon Hospitals NHS Foundation Trust which had a turnover of £199 million in 2013/2014 and employs over 2,500 staff and provides high quality healthcare to the residents of Hillingdon and increasingly to those living in surrounding areas. Services are provided from both Hillingdon and Mount Vernon Hospitals, although it is the Hillingdon Hospital site which provides the majority of these services as it is the only acute hospital in Hillingdon with a busy Accident and Emergency, inpatients, day surgery and outpatient clinics. The Trust is constructing the new AMU building that will enable the redesign of the emergency care services following £12.4m funding from the Department of Health.

An approved outline strategy, 'Shaping a Healthier Future' proposes changes to health service delivery in North West London in order to improve quality, cope with rising demand and ensure health services are affordable. If these plans are successful, the number of major hospitals in this part of London would reduce, thus raising the profile of Hillingdon Hospital which is identified as a major acute hospital and a fixed point in the overall plans with its greater use anticipated.

Funding from the Department of Health has also been received to invest in emergency and maternity care services.

Currently pay on exit systems are operated in the main car park and maternity car park and pay and display systems are used elsewhere on the site. The current barrier system at the main car park impacts on the queuing on Pield Heath Road as it only raises when spaces are available. With the new ANPR system, the barrier will lift on entry, enabling cars to enter the site more quickly. The Trust has considered raising the barrier on the current system as a way of reducing queues but past experience has shown that this moves the problem of anti-social behaviour and congestion onto the hospital site with a rise in altercations between drivers which the Trust's security team has had to defuse.

The staff car park is manageable due to the current staff parking permit system where staff that meet the Trust's parking policy criteria have a parking permit. There would be no barrier entry to this car park and appropriate signage, staff parking permits and monitoring

by UKPC will ensure it is used appropriately.

Feedback from patient and user groups indicates that insufficient car parking and traffic congestion is a source of aggravation and distress which has led to patients missing appointments and experiencing delays in getting to the site. We also have had concerns raised by local residents about the effects on them of traffic congestion due to parking difficulties and they would welcome additional on-site spaces. The proposed deck car park will provide much needed additional car parking spaces. Segregating staff and visitor spaces will enable both groups to be managed more effectively.

Landscape Statement:

This provides a survey of existing trees on site, assesses the impacts of the development upon these trees and advises of the mitigation and tree protection measures to be employed and proposes additional hedge/tree planting.

Air Quality Statement:

This provides an assessment of the air quality impacts associated with the scheme. This takes the findings of the Transport Statement and concludes that as the scheme will not generate additional patients and therefore will not alter significantly the number of vehicle movements in the vicinity of the Hospital, there would be a small, but significant benefit for local air quality with the alleviation of off-site parking problems and reduction in queuing at the entrance to the car park and associated reductions in emissions from idling engines which can be twice as high as those when a vehicle is travelling at normal speeds within towns and cities.

Hillingdon Hospital Travel Plan (including Mount Vernon Hospital), 27th March 2007:

A copy of the 2007 travel plan has been submitted with the application.

3.3 Relevant Planning History

Comment on Relevant Planning History

The larger Hillingdon Hospital site has an extensive development history. This includes outline planning permission for a comprehensive redevelopment of the site in April 2005 in which a phased redevelopment of the site was envisaged, funded by PFI but due to the changing economic climate, a redevelopment of that scale will not now come forward in the foreseeable future. Since then, a number of more minor developments have come forward, the most recent being the two storey Acute Medical Unit (AMU) granted in August 2013 (App. No. 4058/APP/2013/99 refers). The Trust also advise that work has commenced on the preparation of a site wide masterplan that will guide future development proposals. However, there is no planning history that is particularly relevant to these proposals.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF8 NPPF - Promoting healthy communities
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.8 (2011) Outer London: Transport
- LPP 3.2 (2011) Improving health and addressing health inequalities
- LPP 3.17 (2011) Health and social care facilities
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.13 (2011) Sustainable drainage
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.13 (2011) Parking
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.13 (2011) Safety, security and resilience to emergency
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.21 (2011) Trees and woodland
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
R16	Accessibility for elderly people, people with disabilities, women and children
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AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR21	Hillingdon Hospital
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th August 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

91 neighbouring properties have been consulted, the application was advertised in the local press on 6/8/14 and 3 notices were displayed on site on 29/7/14.

40 responses have been received from surrounding properties/interested parties, 2 objecting to the proposals and 38 in support, including 21 standard supporting letters which include 1 from the League of Friends of Hillingdon Hospital, 1 by The Community Voice and 2 signed by neighbouring ward councillors.

Objection comments:-

- (i) Proposal is contrary to London Plan policy as it will encourage users to travel to the site by car, adding further pressure on the surrounding roads,
- (ii) The hospital has been obliged to adhere to a travel plan which they have not complied with and now propose the exact opposite of reducing journeys to the site by car,
- (iii) Only supporting evidence for application is anecdotal, that the current parking results in delays to the signalled controlled junction but no Transport Assessment evidence has been produced to confirm or deny this and the stated rise in visitor numbers has not been detailed in terms of how visitors arrive at the site. As a minimum, before application is determined, robust junction analysis, existing trip generation data and targets to reduce car trips over the period of operation of the deck car park are required. Rather than this scheme, a pay on exit facility which negates the need for

barriers would solve any supposed problems of queuing at the junction. As such, application as it stands should be refused,

(iv) At present at the weekend when the hospital car park is empty, surrounding residents cannot park outside their homes as visitors and staff of the hospital will not pay to park. The council should extend parking restrictions at weekends and evenings when the car park is empty so that residents and their families can park,

(v) The proposed car park will overlook adjoining properties reducing privacy,

(vi) The disruption and noise during the building will blight surrounding properties.

Comments in general support:-

(i) Cars currently queue on Pield Heath Road causing chaos and the traffic congestion has become worse over the years with buses being delayed when everybody suffers. If this will help alleviate congestion, it is long overdue and will be a much needed improvement for the hospital,

(ii) Parking at the hospital is insufficient for both patients and staff, particularly as many were lost with the new building, and public transport is not always a viable alternative, especially if someone is ill or has difficulty walking. Extra spaces will make a lot of difference,

(iii) Queuing and parking is a nightmare and causes local residents many problems,

(iv) This will help patients and cares get to their appointments on time as some patients miss their appointments with waiting for up to an hour to find a space,

(v) Since recent NHS reconfiguration in NW London, the hospital now serves many more patients

(vi) There is currently insufficient disabled parking on site - planning permission should only be granted if at least an additional 30 spaces are set aside for disabled visitors making 54 in total with an evaluation carried out to provide sufficient disabled parking for hospital staff and layout should be barrier free,

(vii) If someone needs a taxi, have to walk to the main road as they can not/will not access hospital,

(viii) A permanent parking solution is vital but as an interim measure (as I hope this will be) the proposal is very welcome,

The standard letters read:-

'I write in support of the above application which was made by Hillingdon Hospital NHS Foundation Trust to provide a temporary decked car park which would provide an additional 89 car parking spaces and associated landscaping.'

HEALTHWATCH, HILLINGDON:

We are writing in support of the above application which was made by the Hillingdon Hospitals NHS Foundation Trust to provide additional car parking spaces at the Hillingdon Hospital site.

From the experience data we have collected from the general public, car parking remains an issue. People regularly express their dissatisfaction with the time they have to wait to enter the car park at the main entrance. This has led to delays in people attending outpatient appointments or missing them altogether; which is not a satisfactory outcome for either the patient or the Trust.

The waiting vehicles block access to the drop off point and are specifically an annoyance to disabled patients, who cannot access designated disabled bays at the Trust. The knock on effect to all this, and a fact regularly mentioned, is that waiting vehicles block the flow of west bound traffic in Pield Heath Road.

We are pleased to note that the application includes continuation of the pay on exit system. This is more popular with patients and visitors from a practicable point of view. If an appointment is delayed, takes longer, or your visit extends, people do not have the stress of worrying about going to top up their pay and display fee. The cost of that parking of course is another matter as it is now as a

rate which is causing a significant financial burden on patients.

Internal Consultees

CONSERVATION/ URBAN DESIGN OFFICER:

The existing car park site has no particular heritage designations and the proposed decked car park structure is far enough away from The Furze, which is a grade II listed building on the eastern part of the hospital campus, not to have an impact on its setting. The loss of some of the existing grassed area to parking at ground level along the road frontage is a concern, as this would result in the reduction of available space for planting. Given the nature/materials of the structure and that it is to be retained for 5 years, ideally a maintenance schedule for its upkeep should be agreed as part of the works.

Subject to the above, provided the structure is of a neutral color/finish and a suitable landscaping scheme is agreed with the Green Spaces Team, no objection in principle.

HIGHWAY ENGINEER:

At a meeting with the applicants on 27, August, 2014 they were advised that their transport statement does not provide a robust justification for the additional 89 car parking spaces.

The justification so far hinges on problems created by traffic queuing from their car park barrier on to the public highway and on the assumption that unlimited demand should not be curtailed but ought to be fully met. The application also proposes a pay on exit system which if implemented now would eliminate the queuing issues on the public highway and would offer a 10 minutes free access to the car park to wait inside for a vacant space or leave the car park within 10 minutes without incurring any charge.

Measures to meet/balance the additional 'customer demand' by introducing measures via the travel plan to reduce staff parking have not been adequately demonstrated.

A 2007 travel plan with amendments has been submitted and comments from the travel plan officer are awaited. Meanwhile it should be noted that it has not been clearly demonstrated that the 2007 travel plan target of reducing car travel from 61% to 50% has been achieved.

The application as it currently stands cannot be supported on highway grounds.

Additional comments:

The application is for a temporary car park for a period of 5 years. Notwithstanding the above comments, if members are minded to approve the application with a travel plan with inbuilt financial penalties for not meeting set targets, then the target ought to be a phased reduction of staff parking over the 5 year period commensurate with all the additional car parking spaces which are the subject of the current application.

TRAVEL PLAN OFFICER comments:

Following on from our meeting, I have liaised with Anthony McNamara as the Westrans Travel Plan Monitoring Officer in regards to the 2007 Travel Plan for Hillingdon Hospital to draft a response, which is below. I have also attached to this email the car parking policy which was completed in 2013. They appear to be overly focused on parking management (which is evidence by the complexity of the parking policy) while neglecting the travel plan, fire fighting instead of prevention.

Despite active engagement from Hillingdon Council and from WestTrans, Hillingdon Hospital have

not fully implemented nor developed their travel plan and have missed an opportunity to manage parking demand which could have removed the need for this current planning application. Their Travel Plan was produced as a condition of parking under references: 3807/APP/2004/674 & 3807/APP/2006/351.

In June 2013 a survey report was submitted but the response rate to the survey was very low and the survey was incomplete. The data provided did not include a methodology statement meaning the results cannot be validated. The sample of the survey was too small to provide the Council with any confidence in the results and therefore it is not possible to conclude if the targets outlined in the Travel Plan have been met.

The 2007 Travel Plan is a comprehensive document which sets out a number of good measures to encourage use by sustainable modes. The staff postcode plot provided shows that a large proportion of staff appear to travel from within a reasonable distance of the site, many of whom drive alone. This shows great potential for a shift to alternative methods of travel should staff be actively engaged in the Travel Plan. There is no evidence to suggest that staff are actively engaging with the Travel Plan, as only 13 out of 2,200 staff participated in activities set up during Walk to Work Week.

If it is decided to recommend approval, a revised Travel Plan should be secured through a S106 agreement. It would be suggested to ensure this is a robust agreement which includes significant penalties / remedial payments should measures not be implemented, monitoring not completed and for exceeding single occupancy car modal share. What these penalties would be, would need to be discussed. Assistance on this can be sought from the WestTrans S106 tool at www.westtrans.org/robust.

TREE OFFICER:

Landscape Character/ Context:

Site description:

- The site is occupied by a large surface car park in the north-west corner of the Hillingdon Hospital campus to the south of the junction of Pield Heath Road - from which it is accessed - and Royal Lane.
- The surrounding area opposite (and overlooking) the car park is residential.
- The land is generally flat and dominated by tarmac surfacing, although there is a small group of birch trees within the car park.
- The most significant trees on site are the two mature oaks within a wide verge on the Pield Heath Road frontage.
- There are also occasional (highway?) trees in a narrow grass verge on the Royal Lane boundary.

Landscape Planning designations:

- Tree Preservation Order Nos 411 and 623 protect selected trees on the campus in the southern and eastern sectors.
- There are no protected trees close to the car park site.

Landscape constraints / opportunities:

- The better quality trees and landscape verges should be retained in order to retain a landscape buffer between the hospital land and the public realm.
- Mitigation may be required to prevent overlooking and enhance the outlook from the neighbouring residents.

Proposal:

The proposal is to erect a temporary decked car park for a period of 5 years, together with additional surface spaces and associated landscaping and enabling works.

Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of

merit and the provision of new planting and landscaping wherever it is appropriate.

- The Planning Statement, by Nexus, confirms that the two oak trees will be retained, but a number of silver birch trees will be removed to facilitate the development of the car park.
- The Design & Access Statement, by Nexus, explains the design principles and concepts, following standard guidance. This includes a section on Landscaping, which confirms that the two oak trees will be retained, although the group of birch will be removed to accommodate the car park.
- By way of mitigation the statement confirms that a new hedge will be planted inside the existing timber boundary barrier.
- Further to the D&AS, a Landscape Statement, by Portus +Whitton has been submitted. This incorporates a Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Preliminary Arboricultural Method Statement by SJ Stephens Associates.
- The survey assesses the condition and value of 23No. individual trees and groups.
- The survey concludes that there are 2No. 'A' grade trees (T1, oak and T19 Turkey oak), 5No. 'B' grade trees (T3, T9, T10, T13, T20), 4No. 'B/C' grade trees (T5-T8) with the remaining trees graded 'C'.
- The proposal has been designed to safeguard the 2No.'A' grade trees.
- However, 4No. 'B' grade trees will be removed to facilitate the development, together with 2No. 'B/C' and 7No. 'C' grade trees.
- A group of trees will be retained and protected during the development process, trees on the north-west corner: T1, (the 'A' grade oak), together with T2, T3, T22 and T23 (mixed category). On the northern boundary the 'A' grade (T19) Turkey oak will be protected. To the south of the proposed car park a group of three trees ('B/C' and 'C' grade) will be retained, T4, T5 and T6.
- By way of mitigation a double staggered row of hornbeam is proposed along the northern boundary, planted at 600-900mm height. While this is the best way to plant a hedge, it is likely to take the life of the temporary permission (5 years) before the hedge becomes established. The hedge will require temporary protective fencing to enable it to establish and prevent pedestrian trampling.
- Further to the hedge, a group of three young trees (oak and hornbeam) have been proposed in the north-east corner of the site which, again, will take many years to achieve any stature or presence required to mitigate the effects of development.
- Additional planting is required along the northern boundary and would also benefit the west (Royal Lane) boundary.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the planting proposals are enhanced in order preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

No objection, subject to the above observations and RES 9 (parts 1, 2, 4, 5, and 6) and RES10.

ACCESS OFFICER:

The proposal to site a temporary decked car park to create an additional 89 spaces is welcomed in terms of accessibility. However, the design of the deck and access to the upper car park level appears not to be accessible by pedestrians other than by steps.

The design should be amended to ensure that the additional spaces would be easily accessible to all sections of the community, not least visitors with pushchairs and young children, disabled people who may not qualify for a Blue Badge, and older people for whom steps may be difficult or impossible to use.

Conclusion: The design should be amended accordingly.

ENVIRONMENTAL HEALTH OFFICER (AIR QUALITY):

Brief comments below with regard to air quality. I have no objections to the proposed temporary development. However, it should be noted any future applications at the Hillingdon Hospital site should be considered as part of an air quality assessment that considers the development of the wider Master Plan and its impact to local air quality.

The following information was submitted with the application for air quality:

· Air Quality Statement Development of a Temporary Decked Car Park, Hillingdon Hospital by GF Environmental Ltd for the Hillingdon Hospitals NHS Trust, dated July 2014.

Air Quality

The application site is located within the Hillingdon AQMA, declared for Nitrogen Dioxide (NO₂). The automatic monitoring station at the junction of Colham Road and Pield Heath Road is no longer used although this consistently indicated NO₂ levels remained below the EU limit value from 2008 to 2011. However, based on NO_x tube monitoring at the Hillingdon Hospital site, air quality seems to be largely unchanged being close to the EU limit value for NO₂ at 39.4 mg/m³ in 2013, or slightly exceeding it in 2012 at 40.7 mg/m³.

The air quality statement has qualitatively considered the air quality impact of the proposed additional 89 car parking spaces and assumes it will alleviate off-site parking problems and reduce queuing at the entrance to the car park resulting in a small but significant benefit. The assessment indicates this does not relate to change in the number of vehicle movements in the area.

Whilst reduction in idling vehicles and queuing traffic impacts would be welcome and may help towards improving air quality, it remains to be seen if the proposal will make a significant difference. It is recommended greening measures are undertaken in the vicinity of the car park, along its boundary, and any trees lost as part of the development are replaced.

To date the smaller scale developments at the site have been accompanied by air quality statements, and no air quality assessments looking at the impact from the development, or the impact on the development have been submitted. Air quality needs to be considered as part of the strategic masterplan for the site which should consider all emissions to air from heat and energy generation at the site as well as transport related impacts. Future applications should be accompanied with a site wide air quality assessment as well. The assessment should also consider if the development is 'air quality neutral' and meets the relevant benchmark for building and transport emissions. Mitigation measures towards reducing exposure to poor air quality as well as reducing emissions that add to poor air quality will need to be considered.

ENVIRONMENTAL HEALTH OFFICER (LIGHTING and NOISE):

Please attach a condition requiring them to submit details of the lighting for approval, and also attach our construction site informative.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF generally seeks to safeguard existing community facilities and services and seeks to ensure that they are able to develop and modernise in a sustainable way. The NPPF also encourages transport solutions which support a reduction in greenhouse gas emissions and reduce congestion.

The London Plan seeks to promote the continued role of London as a national and international centre of medical excellence and specialised facilities, promoting expansion

where appropriate. It goes on to advise that the networks, research and associated facilities that support London's role as a centre of medical excellence should be supported.

Hillingdon Hospital is located within the 'developed area' and is covered by site specific Policy PR21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy PR21 states "At the Hillingdon Hospital site, the Local Planning Authority will encourage redevelopment where appropriate for health purposes associated with Hillingdon Hospital subject to key provisos including:-

- Comprehensive proposals showing the health authority's intention for the whole site;
- Appropriate phasing including the provision of associated access, servicing, car parking provision and landscaping in accordance with current policies and standards;
- Safeguarding and improvement of local residential amenity."

The hospital is currently generating levels of traffic that is resulting in queuing and congestion on Pield Heath Road and surrounding roads that is detrimental to transport sustainability objectives and highway safety. Whilst the proposed additional parking spaces and new parking management system would assist in relieving these problems, the potential exists that the additional parking provision could encourage more staff and visitors to arrive by car. However, this has to be balanced against the improved energy efficiencies associated with the improved traffic flow, including more reliable bus services on adjoining roads. Furthermore, this application presents the opportunity for a more robust travel plan that would now include a £20,000 bond to be put in place that will encourage and support alternative means of travel to the site. This, and given that it is likely that greater patient turnaround and use of this hospital site will be made in the future suggests that there are grounds to justify additional parking provision to be made at the site which weighs in favour of the proposal. The Trust also advise that the masterplan for the whole site is in the process of being prepared and hopefully this will be available before any temporary permission expires that will provide a more accurate assessment of future parking requirements on site.

It is therefore considered that on balance, the temporary decked car park and associated works can be supported.

7.02 Density of the proposed development

The application does not comprise any residential floorspace, as such density is not considered relevant to the proposal.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

Not applicable to this application.

7.04 Airport safeguarding

The proposal does not conflict with aircraft safeguarding criteria.

7.05 Impact on the green belt

The site does not fall within nor is sited close to land designated as Green Belt and therefore raises no Green Belt issues.

7.07 Impact on the character & appearance of the area

The car park deck incorporates 94 visitors car parking spaces arranged at first floor level together with an extension of the surface car park at ground floor level within the grassed

verge to provide a further 16 parking spaces.

With regard to appearance, the car park proposes a decking area supported on stilts with a fully open elevational treatment that would allow for permeable views across its length and avoid the erection of monotonous and continuous frontages. This effect together with the use of planting to soften the functional appearance of the structure and to provide appropriate screening would limit the visual impact of the car park upon the streetscene and views from adjoining residents.

The car park has been orientated to align with Pield Heath Road and to a position which minimises the impact upon the townscape and residential amenity. In terms of scale and mass, the deck top level would be sufficiently set back from the back edge of the pavement in Pield Heath Road.

Whilst it is acknowledged that there will be some visual impact as a consequence of the new deck car park, it is believed that the overall design, coupled with effective screening will prevent any significant negative impact on the streetscene.

Given the above, it is considered that the proposal is of an appropriate design and is acceptable in terms of its visual amenity and impact on the settings of the nearby listed buildings. The proposal is therefore in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) seeks to ensure that new buildings and structures protect the privacy of residential neighbours and do not have a detrimental impact on local residential amenity including, loss of light and dominance.

The closest residential properties to the application site are those within the three and four storied flatted blocks located within Arklay Close and Morton Close on the opposite side of Pield Heath Road to the north. The minimum separation distance between these properties and the proposed car parking deck would be some 35 metres across a busy classified road. In view of this it is not considered that the proposed open deck car park would result in any loss of residential amenity by reason of loss of light, overlooking and over-dominance.

Noise and disturbance impacts are considered in Section 7.18 below.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advise respectively that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads. Policy AM9 supports cycle provision, including the need for cycle storage provision within development schemes and Policy AM14 advises that development should accord with adopted car parking standards.

There are no specific car parking standards for hospitals, with development proposals being assessed on an individual basis using a transport assessment and travel plan.

The supporting documents advise that part of the justification for this proposal is to increase parking provision at the hospital to reduce on-street parking and help alleviate congestion on the surrounding roads. In particular, vehicles currently cause queuing at the barriered main entrance as they seek to gain access to the main car park. This queuing extends along Pield Heath Road in both directions, which disrupts traffic and delays bus services and results in un-safe traffic movement with straight on westbound traffic utilising the right-turn only lane at the signals to by-pass the queuing traffic.

The proposals would increase the parking provision on site, segregate visitor and staff parking and utilise an automatic number plate recognition system to the main visitor car park that removes the need for a barrier upon entry.

No adverse comments have been received from the Council's Highway Engineer as regards traffic generation. Also, the Highway Engineer does not raise any objections to the layout of the decked car park and the re-configured and extended surface car park below nor to the new parking visitor and staff parking arrangements, ANPR visitor parking management system and associated highway works.

The Highway Officer does raise concern that more needs to be done to curtail parking demand and that a pay on exit system could be implemented now which would eliminate the queuing issues on the public highway, offering 10 minutes free access to the car park to wait inside for a vacant space or leave the car park within 10 minutes without incurring any charge. However, the officer does suggest that the scheme could be made acceptable if a robust travel plan with inbuilt financial penalties for not meeting set targets, seeking a phased reduction of staff parking over the 5 year period commensurate with all the additional car parking spaces which are the subject of the current application.

Detailed negotiations have taken place with the hospital regarding the travel plan. The hospital trust is agreeable to this approach and have suggested detailed heads of terms for a revised travel plan which would incorporate a £20,000 bond which the LPA could draw upon to ensure that the travel plan is implemented. The Council's Travel Plan Co-ordinator raises no objections to the scheme on this basis.

7.11 Urban design, access and security

URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

ACCESS

This issue is addressed in Section 7.12 of the report.

SECURITY

The scheme has been designed with regard to Secure By Design principles including access and movement which provides clearly defined pedestrian routes to prevent a crossover of traffic.

Should approval be granted, a condition would be imposed to ensure security measures meet the Metropolitan Police 'Secure By Design' criteria.

7.12 Disabled access

The Council's Access Officer advises that the proposal to site a temporary decked car park to create an additional 89 spaces is welcomed in terms of accessibility, but the design of the deck and access to the upper car park level appears not to be accessible by pedestrians other than by steps. The officer advises that the design should be amended to ensure that the additional spaces would be easily accessible to all sections of the community, not least visitors with pushchairs and young children, disabled people who may not qualify for a Blue Badge, and older people for whom steps may be difficult or impossible to use.

A condition has been attached to ensure that appropriate additional pro-rata increases in disabled spaces are made for blue and brown badge holders.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Saved policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate.

The Council's Tree/Landscaping Officer advises that there are no protected trees on this part of the hospital site, but there are two important Grade 'A' Oak trees within the adjoining grass verge and a number of lesser quality trees within the site. The Officer goes on to advise that the scheme has been designed to safeguard the important Oak trees but 4 'B' grade trees, 2 'B/C' and 7 'C' grade trees would be lost, including mainly from the landscaped areas within the existing surface car park.

By way of mitigation, a double staggered row of hornbeam is proposed along the northern boundary, planted at 600-900mm height. The Officer advises that while this is the best way to plant a hedge, it is likely to take the life of the temporary 5 year permission before the hedge becomes established. A group of three young trees (oak and hornbeam) would also be planted in the north-east corner of the site which, again, will take many years to achieve any stature or presence required to mitigate the effects of the development.

The Officer goes on to advise that additional planting would be required along the northern boundary and would also benefit the west (Royal Lane) boundary. This will be important to extend the existing hedge and provide screening along the whole length of this part of the Royal Lane boundary.

On this basis, the Council's Tree Officer advises that the scheme is acceptable, subject to recommended conditions.

Ecology

The proposal would not impact on the ecological value of the site.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Noise

The overall potential for greater noise exposure associated with the provision of an additional 89 parking spaces at the hospital site is not considered to be significant, given that the nearest residential properties being sited on the opposite side of surrounding roads are sufficiently separated from the proposed car park deck, the existing levels of parking on the hospital site and the relatively busy nature of surrounding roads.

Air Quality

The application is supported by an air quality statement which qualitatively considers the air quality impact of the proposed additional 89 car parking spaces. This assumes that the scheme will alleviate off-site parking problems and reduce queuing at the entrance to the car park which will result in a small but significant benefit. The assessment does indicate that it does not relate to change in the number of vehicle movements in the area.

The Council's Environmental Health Officer advises that whilst a reduction in idling vehicles and queuing traffic impacts would be welcome and may help towards improving air quality, it remains to be seen if the proposal will make a significant difference. The officer recommends that greening measures are undertaken in the vicinity of the car park, along its boundary, and any trees lost as part of the development are replaced. This has been conditioned.

The officer also adds the comment that air quality needs to be comprehensively assessed as part of the overall masterplan for the site.

7.19 Comments on Public Consultations

As regards the objection comments, points (i), (ii), (iii) and (v) have been dealt with in the officer's report. As regards point (iv), this does not raise a specific objection to the proposal. Point (vi) is an environmental health issue and does not raise a material planning consideration.

The supporting comments are noted.

7.20 Planning obligations

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

A S106 Agreement would be needed to secure the following:-

1. Highways: A s278/s38 Agreement will need to be entered into to secure the highway works and their phasing within the construction process.
2. A revised Green Travel Plan for the Hospital Trust, based upon the Trust's suggested Heads of Terms dated 24/11/14.

The proposal is not Mayoral or Council CIL liable.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be

given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

The proposed deck and extension of the surface car park into the grassed verge would not be harmful to the visual amenities of the street scene. The loss of part of the grass verge and trees and landscaping would be mitigated by additional planting which has been conditioned. The parking deck would also be sufficiently sited away from surrounding residents so that their amenities are not adversely affected.

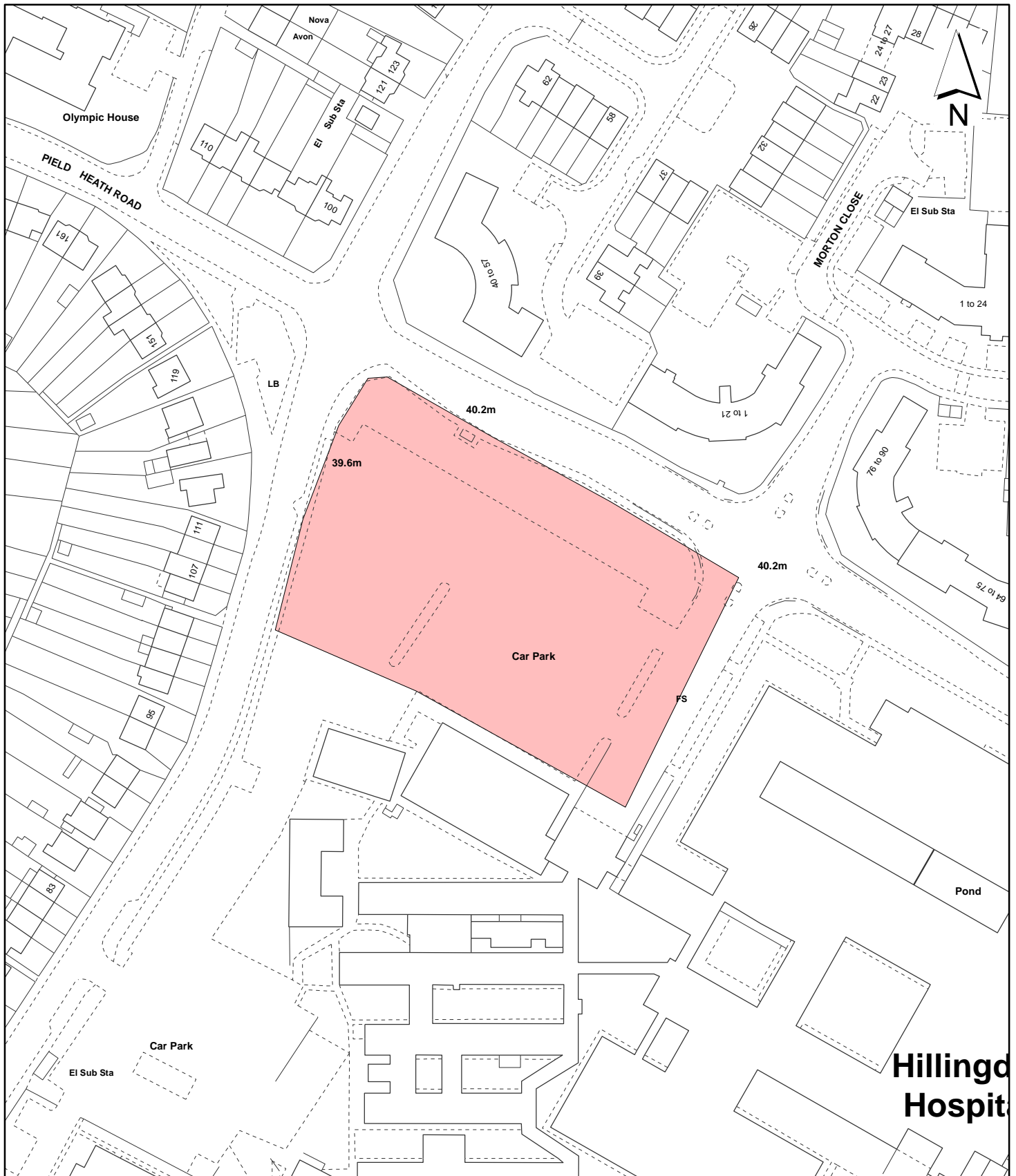
The Council's Highway Engineer, whilst not raising any objections to the the new car parking layout and parking management systems which will help alleviate problems of traffic queuing and congestion outside the hospital does raise concern that more needs to be done to curtail parking demand. A more robust travel plan would be put in place which would be covered by a S106 Agreement. Additional disabled parking has also been covered by condition.



11. Reference Documents

National Planning Policy Framework (March 2012)
Planning Practice Guidance (March 2014)
London Plan (July 2011)
Hillingdon Local Plan (November 2012)
HDAS: 'Accessible Hillingdon'
Consultation responses

Contact Officer: Richard Phillips

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>Hillingdon Hospital Field Heath Road Hillingdon</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>4058/APP/2014/2373</p>	<p>Scale</p> <p>1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p>Major</p>	<p>Date</p> <p>December 2014</p>	