

Report of the Head of Planning, Sport and Green Spaces

- Address** GAEILIC ATHLETIC ASSOCIATION WEST END ROAD RUISLIP
- Development:** Extension of car park from 92 to 125 spaces, including 8 disability and 7 electric bays; additional vehicular exit and new pedestrian gate to West End Road; 30 cycle parking stands; taxi point; pedestrian circulation routes; realignment and reconstruction of grass playing pitch; new irrigation (groundwater abstraction borehole), drainage and stormwater attenuation works; erection of partially roofed (three bays) 11 tier stand for spectator seating with ancillary accommodation below including changing rooms for players and officials, gym, medical facilities and toilets; pedestrian only access path along northern boundary; a low level standing terrace, with covered area for disabled spectators and a camera stand; new southern perimeter access track; floodlit artificial-surfaced training/warm-up area with demountable enclosure to enable use as part of overflow car parking area (186 spaces); 15 metres high ball catch netting at each end of the pitch and retractable netting 7 metres high to the northern boundary; enclosures within the site comprising fencing, turnstiles and gates; replacement scoreboard; and, associated works including landscaping.
- LBH Ref Nos:** 24373/APP/2014/1946
- Drawing Nos:**
- 13-044 Planning issue sheet
 - 2013-44 PP 101 Location
 - 2013-44 102 Site Plan
 - 2013-44 PP 103 Plans Stand
 - 2013-44 PP104 Elevations and Sections
 - 2013-44 PP 107 Site Survey
 - 7321 2000 A
 - 7321 2002 A
 - 7321 2003 A
 - 7321 2004 A
 - 7321 2005 A
 - 7321-1003-D03_Revised Site Layout x-03_A1
 - Air Quality Assessment
 - Tree Survey Report
 - Design and Access Statement
 - Floodlight Assessment
 - Heritage Assessment
 - Covering letter
 - Noise Assessment Report
 - Planning Statement
 - Utilities Assessment
 - Euromat specification
 - Energy Addendum Report
 - Stage 1 RSA Report V1.0
 - Revised Flood Risk Assessment Rev02-25-09-03
 - Revised Transport Assessment & Travel Plan Rev G
 - 2013-44 C101
 - 7321-2001 REV. B REVISED DRAINAGE
 - 2013-44 105 REV. B

MODE SHARE ASSESSMENT

Date Plans Received:	05/06/2014	Date(s) of Amendment(s):	05/06/2014
Date Application Valid:	30/06/2014		12/12/2014
			20/10/2014
			17/10/2014

1. SUMMARY

Planning permission is sought for the redevelopment of the GAA Sports Grounds, West End Road. The main elements of the proposal comprise the extension of the existing car park and provision of overspill parking, a new exit onto West End Road (left turn only), a partially covered stand for seated spectators with ancillary facilities underneath the stand, a realigned and reconstructed grass pitch with 1.2m high spectator fence all around, floodlights to the training pitch, together with drainage and irrigation facilities (groundwater abstraction borehole), a low height terrace for standing spectators on the north side of the pitch and retractable ball keep nets on northern side of the pitch.

244 local residents/amenity groups have been consulted. To date, 3 individual responses and a letter bearing 16 signatures have been received, objecting to the planning application, primarily in terms of traffic generation and impact on residential amenity.

The proposal does not amount to inappropriate development in the Green Belt, and as such, there is no need to establish whether very special circumstances arise. The upgrading of the sporting facilities is consistent with the development plan and no objections are therefore raised to the principle of the continued use and enhancement of the site as an outdoor sports facility.

Subject to mitigation, it is considered that development would not adversely affect the amenities of nearby residential properties from the activity generated by the development, in terms of noise and outlook, or light spill from the proposed floodlights.

In addition, no objections are raised in terms of parking and the highway implications of the development subject to conditions and planning obligations.

Approval is recommended accordingly.

2. RECOMMENDATION

1. That the application be referred back to the Greater London Authority.

2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980

(as amended) and all appropriate legislation to secure:

(i) The applicants meet the full costs in connection with the design and implementation of a scheme of off site highway improvements, to be subject to a Section 278 agreement, including access/egress arrangements and keep clear markings on West End Road

(ii) Submission of a Green Travel Plan outlining means and methods of reducing private transport use and the promotion of other sustainable forms of transport (including a shuttle bus service and the provision of a £20,000 bond)

(iii) Submission of a delivery and servicing plan (DSP), a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) in accordance with London Plan and TfL guidance

(iv) Traffic studies, in order to assess the impact of left turn traffic emanating from the site on the Polish War Memorial roundabout and agreement of a scheme for appropriate highway improvements (where necessary) and funding the cost of installing such improvements

(v) Project Management & Monitoring Fee: 5% of total cash contributions (if a cash contribution is required as result of (i) and (iv) above).

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

4. That subject to the above, the application be deferred for the determination by Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to any alterations required by the Mayor of London or the Head of Planning, Green Spaces and Culture, the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

5. That if the above Section 106 agreement has not been finalised by 15 February 2015, or other time frame as may be agreed by the Head of Planning, Green Spaces and Culture, 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 provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of site highways works and a Travel Plan). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

8. That if the application is approved, the following conditions be attached:

1 T1 Time Limit - full planning application

The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

REASON

To comply 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 2013-44 PP 101 Location

2013-44 102 Site Plan
2013-44 PP 103 Plans Stand
2013-44 PP104 Elevations and Sections
2013-44 105 REV. B
2013-44 PP 107 Site Survey
7321 2000 A
7321 2002 A
7321 2003 A
7321 2004 A
7321 2005 A
7321-1003-D03_Revised Site Layout
2013-44 C101
7321-2001 REV. B REVISED DRAINAGE
Euromat specification

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 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until mitigation measures have been completed/put in place in accordance with the specified supporting plans and/or documents:

Reduction in energy use and renewable technology installation [Energy and Sustainability Addendum Report dated 25 September 2014]

Air Quality Mitigation During Construction [Air Quality Assessment dated 30th May 2014]

Noise Mitigation Measures [Noise Assessment - DKN Acoustics]

Flood Risk Assessment September 2014 Ref: 47069067

Maintained Lighting Lux Level [Flood lighting Impact Assessment].

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that the development complies with the objectives of Policies in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 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).

6 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 COM9 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 Refuse Storage
 - 2.b Secure and covered cycle Storage for 30 cycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts, including demonstration that 20% (10% active and 10% passive) of all permanent parking spaces are served by electrical charging points, 8 disabled parking bays and 11 motorcycle spaces
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures

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) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011).

8 NONSC Energy

Prior to the commencement of development, full details of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- The amount of PVs required to ensure the development complies with the carbon reduction from 'be green' measures set out in the Energy Strategy
- The location of the PVs
- An assessment of shading and shadowing
- The type and specification of PVs
- Elevations and plans showing all the PVs in situ on the development site.

The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to CO2 reduction in accordance with Policy 5.2 of the London Plan.

9 NONSC Ecology

Prior to the commencement of development an ecological enhancement scheme shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include the measures to enhance and integrate ecological improvements within the

development. Bat boxes, bird boxes and living walls should all be considered alongside specific wildlife improvements within the landscape proposals. The north-eastern boundary of the site 'behind' the access road should be considered for specific wildlife improvements. The development shall proceed in accordance with the approved plans.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Local Plan and Policy 7.28 of the London Plan.

10 NONSC Living Walls

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

11 OTH2 Archaeology

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in PPS 5 and Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 COM15 Sustainable Water Management

Prior to commencement of the development hereby approved, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment, produced by URS dated Sept 2014 and Appendix E incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to

- control surface water and size of features to control that volume.
- b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
 - e. demonstration that any proposals to utilise existing drainage network not adopted by utilities function appropriately for that purpose through the submission of CCTV

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iii incorporate water saving measures and equipment.
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

13 COM27 Traffic Arrangements - submission of details

Notwithstanding the approved plans, development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, taxi/coach drop off points, closure of existing access, road markings and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. Parallel parking shall be at least 6 metres long except end bays.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan:

Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

14 NONSC Shuttle Signals

Development shall not begin until details of the shuttle signals with a vehicle detection system serving the rear overflow car park have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the works which have been approved by the Local Planning Authority have been completed. Thereafter, these facilities shall be permanently retained.

REASON

In the interests of highway safety and in compliance with Policy AM7 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

15 COM28 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 NONSC Control of games/spectators

The number of games and maximum number of spectators shall not exceed the following:

Tier 1 games limited to one per annum with a maximum attendance of 3,000 spectators
Tier 2 games limited to 3 per annum with a maximum attendance of 1, 000 stectators and
Tier 3 games limited to a maximum attendance of 400 spectators.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

17 NONSC Parking Management Plan

Before any part of the development is occupied a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of a pre booking system, and the use of the overflow car park for Tier 1 and 2 games.

The scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

18 OM11 Floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties of the Hillingdon Unitary Development Plan and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.1.

19 NONSC Floodlight timing

The training pitches shall not be illuminated between the hours of 9pm to 7am Monday to Saturday, and 10pm to 8am Saturday. The floodlights installed herein shall be fitted with a timer unit to ensure compliance with these times.

REASON

In order to protect the visual amenities of the area in accordance with Policy BE27 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC PA systems

The development shall not begin until a scheme which specifies the provisions to be made for the control of loudspeaker noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

21 NONSC Ball Catch netting

The ball catch netting hereby approved shall only be installed when required during match games. The netting shall be dismantled when not in use.

REASON

To protect the visual amenity of the locality and the residential amenities of surrounding residents in accordance with Policies BE21 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Control over use of northern terrace

The northern terrace hereby approved shall only be used by spectators during the Tier 1 and 2 games (i.e. not exceeding a total of four games per year). Details of the proposed safety railings/fencing shall be submitted to and approved by the Local Planning Authority prior to this element of the development commencing.

REASON

To protect the visual amenity of the locality and the residential amenities of surrounding residents in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

23 NONSC Imported soils

All imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All imported soils used for the reconstructed pitch and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the users of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1

Run-off to surface water drains must be clean and uncontaminated to avoid pollution to surface water or groundwater. Contaminated run-off should flow to the foul sewer if available subject to the approval of your sewerage company. If run-off is drained to ground or to a surface watercourse it should be passed either through a suitable sustainable drainage system or through a standard oil separator. Please refer to our pollution prevention guidance on car parks, particularly PPG3 on oil separators in surface water drainage systems.

The Environmental Permitting Regulations make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit. This development may require an environmental permit from us. The applicant is advised to telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

2

The applicant is advised to contact the Council and the Metropolitan Police with regard to arranging temporary traffic management for Tier 1 and 2 games. Private marshals shall not direct traffic on the public highway.

3

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead in order to address physical barriers that may prevent disabled people and their families from participating.

4

Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

5

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £68,443.05 which is due on commencement of this development. The actual Community Infrastructure Levy will be

calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738".

6 I11 **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

7 I12 **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

8 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.

9 I19 **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel.

01895 250804 / 805 / 808).

10 I2 **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

11 I23 **Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

12 I24 **Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

13 I34 **Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of

building and spaces, 2004. Available to download from www.drc-gb.org.

· Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

14 I52 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).

15 I53 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.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
BE13	New development must harmonise with the existing street scene.
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.
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
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
R6	Ancillary recreational facilities
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
NPPF	National Planning Policy Framework

16 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

17 I61 Lighting Near Aerodromes.

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

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For the purposes of conditions 16 and 17, Tier 1, 2 and 3 games as set out in table 1 (Schedule of Higher Attendance Games) of the submitted Transport Statement are defined as follows:

Tier 1

- A single Connaught Championship match in late May

Tier 2

- The one-off London County Football Final annually in August
- The one-off London Hurling Final annually in August
- All Ireland Club Football Quater Final

Tier 3

- National Football league rounds 1-4
- National Hurling League rounds 1-3

3. CONSIDERATIONS

3.1 Site and Locality

The site is broadly rectangular in shape accessed on the eastern side of West End Road, south of the junction with Masson Avenue. Priors Farm and its associated buildings abuts the southern boundary of the site, whilst the northern boundary backs on to the rear gardens of properties in Masson Avenue, a residential street. The eastern boundary is adjacent to an area of public open space, associated with a nearby school.

The west boundary (with West End Road) is delineated by a well-established hedge, with occasional trees, which currently screens views of the car park, club house and sports pitches except at the vehicular gate at the north end of the perimeter. Along the northern boundary occasional off-site trees associated with the rear boundaries of Masson Avenue provide some relief. There is a group of trees lining the southern boundary (west end) and a hedgerow between the athletics pitch and Priors Farm. Trees on, and close to, the site are not protected by TPO or Conservation Area designation.

The principal features of the site are:

- a 92 space car parking area on the western portion of the site;
- the existing 2 storey club house, located in the south west corner of the site;
- a small, single storey temporary building along the western boundary close to the main club house building;
- a broadly rectangular grassed area at the western end of the site used for training and occasionally used for overspill car parking; and
- the existing centrally located playing pitch which is orientated on an east-west axis
- a grass embankment along the southern boundary

The whole site and the adjoining priors farm are designated as metropolitan Green Belt land.

3.2 Proposed Scheme

Planning permission is sought for the redevelopment of the GAA Sports Grounds. The applicants submit that the existing facilities are considerably outdated and no longer fit for purpose in the context of modern day expectations of comfort and safety both for players and spectators alike.

The redevelopment will involve the construction of the following elements:

- extension of the car park on the West End Road frontage from 92 to 136 spaces (including 8 disabled spaces and 7 Electric Vehicle charging spaces)
- parking is to be provided round the existing club house building
- segregated pedestrian walkways within the car park
- one-way internal road layout
- a new exit onto West End Road (left turn only)
- a new designated taxi drop off/pick up point
- a cycle parking rack with 30 no. spaces
- a new pedestrian access gate on north side of existing entrance

- 10 No. turnstiles, internal gates and 2.4m high separation fencing between the car park and playing/viewing area
- drainage and stormwater attenuation works
- a partially covered stand for seated spectators with a maximum height of 8.2m at the pitch edge frontage of the roof. The stand would be 11 rows of seats deep and comprises 9 bays of seats of which the middle 3 bays are covered
- ancillary facilities underneath the stand to include player changing rooms, gym, medical room, treatment room and referee room, public toilets and boiler room
- a realigned and reconstructed grass pitch with 1.2m high spectator fence all around, together with drainage and irrigation facilities (groundwater abstraction borehole). In order to accommodate these changes to the access arrangements, to facilitate an increase in the number of permanent parking spaces and to improve the car park layout, it is necessary to move the existing pitch further eastwards. The pitch requires reconstruction to improve drainage and provide a better surface but will be maintained as a grass surface.
- low height terrace (1m high plus 1m high railing), for standing spectators on the north side of the pitch with footpath to the rear
- retractable ball keep nets on northern side of the pitch (7m high)
- camera stand (2m high with 1m high railing)
- covered disabled viewing area (2 spaces) adjacent to camera stand
- artificial surface training / warm up area with demountable 1.2m fence to facilitate use as part of temporary parking area. This would be a synthetic surfaced and floodlit training area for use mainly by the GAA, but would occasionally be made available to local schools and community groups for sporting activities. This area will also occasionally be used as an overspill car parking area to accommodate a further 186 no. spaces.
- 6 No. 12m high floodlights to artificial surface training / warm up area (200 lux)
- replacement electronic scoreboard (4.5m high)
- ball catch nets behind each goals (15m high).
- the relocation of the existing vehicular access that serves the eastern part of the site from the northern boundary of the site with residences on Masson Avenue to the less sensitive location along this southern boundary.

The application is supported by a number of reports that assess the impact of the proposal. A list of these reports is provided below:

- Planning Statement
- Design and Access Statement
- Community Benefit Plan
- Landscape and Visual Impact Assessment
- Landscape Plan
- Tree Survey Report
- Transport and Travel Plan
- Utilities Assessment
- Air Quality Assessment
- Archaeology Assessment
- Noise Impact Assessment
- Energy Assessment
- Flood Risk Assessment
- Floodlighting Impact Assessment

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has a long established use as playing pitches and until the mid-1970s was used as the training ground for Queens Park Rangers Football Club, before being used by the

GAA. The existing club rooms in the south west corner of the site were constructed in 1984.

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- 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
- BE13 New development must harmonise with the existing street scene.
- 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.
- EC2 Nature conservation considerations and ecological assessments
- EC5 Retention of ecological features and creation of new habitats
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OL1 Green Belt - acceptable open land uses and restrictions on new development

OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
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
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LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th August 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The Notice of Proposed Development was advertised under Article 13 of the Town and Country Planning (Development Management Procedure) (England) 2010 and 244 neighbours and local amenity groups were consulted in the surrounding area. Site Notices were posted at the site. 3 individual letters of objection together with a letter bearing 16 signatures from residents in Masson Avenue, have been received, objecting to the planning application.

The principle areas of concern are:

1. We would have noise, disruption and upheaval from machinery during the work.
2. Digging into the ground & irrigation works causes vermin infestations in the surrounding areas
3. We would be at risk of drainage problems and flooding when the Well is being installed.
4. Higher volume of people so noise levels will be higher,
5. We will have no privacy in our garden and back rooms of our house
6. Risk of intruders on our property.
7. A lot more noise from the players training
8. High ball catch netting will block the sunlight coming in to our garden
9. Floodlights shining on our house
10. On match days, huge amount of traffic & pedestrians around Masson Avenue West End Rd &

the Polish War Memorial.

11. Larger crowds & more traffic/pedestrians in and out of these areas.

12. People park on our road on match days to avoid queuing to enter car park, this will be much worse.

13. There will be more people in the GAA social club when the games have finished. Drunken people spilling out at night, causing disturbance with noise and and potential target for burglaries/damage to property.

14. Noise from players on training days and from cars/coaches driving in and out of the ground.

15. Vehicles parking directly behind our back garden invading our privacy.

16. A large stand on one side of the pitch will obscure the views from our property.

In addition, a letter signed by 16 residents of Masson Avenue has been received raising the following issues:

- The building work involved in carrying out this project would be significantly lengthy.
- We would be subjected to a huge amount of noise, disruption and upheaval due to the machinery and equipment involved in this work, as our houses back on to the GAA ground.
- Any work that involves digging in to the ground and irrigation works can cause vermin infestations / cockroaches in the surrounding areas
- We could also be at risk of drainage problems when irrigation works are being carried out to install the new well and toilets/changing facilities smell and potential flooding would be a huge problem
- We constantly have coaches and cars parking in the area behind our back gardens at the bottom of Masson Avenue on training and match days (this is proposed as an overflow car park area with an access route being put it as part of the new development). With a bigger crowd, more vehicles will park in this area, giving us no privacy whatsoever at the back of our houses.
- The planning application submitted has only allowed enough space for two coaches to park near the front entrance of the GAA Club so inevitably, the other coaches will all park in this area at the back of the ground.
- The coach drivers also regularly leave the engines running for long periods of time which causes a nuisance to us all with noise and pollution.
- There is a pedestrian gate behind this area which has been proposed as a new training pitch as well as an overflow car park, leading out towards Bourne Park where the school is. This is directly behind some of the residents' gardens so on match days and regularly in the summer when the players are training, people use this gate as an access route to enter and exit the ground. With more crowds attending the matches, we would have a higher volume of people going in and out of this gate and up and down Masson Avenue to get to this gate, so noise levels would be much higher, we would have no privacy whatsoever at the back of our houses and this could also be a security risk for us.
- We would also experience a lot more noise from the players when training. If the high ball catch netting/ retractable netting is erected at either end of the ground, as is proposed, then this will block some of the sunlight coming in to our gardens and we would surely get a glare coming into our houses in the evenings from the new floodlights being installed.
- On match days, we are subjected to an enormous amount of traffic and pedestrians in the area around Masson Avenue, West End Road and the roundabout at the Polish War Memorial. Extending the ground capacity will of course attract larger crowds and therefore more traffic/pedestrians getting in and out of these areas. This will result in more noise, more pollution and will cause huge problems for us when trying to drive in and out of our road due to traffic congestion.
- We also currently have people parking on our road on match days to avoid queuing to enter the ground car park so this will only be worse with a bigger crowd. The noise levels will be much higher with the proposed new stand on the other side of the pitch which will have a very large capacity and the terrace which will be erected along the back of some of our houses.
- Bigger crowds at the matches will inevitably mean more people frequenting the GAA social club when the games have finished. This will , result in groups of people spilling out of the ground in the evenings and late at night over the weekends, causing disturbance to us with noise

levels.

· In summary, we feel that the quiet area we currently live in will significantly change with the redevelopment of the GAA ground, causing huge amounts of noise from the building works over a long period of time, intercom announcements and crowd noise levels on match days (especially from the new stand with its large capacity), from the players on training days and also from cars, coaches and pedestrians entering and exiting the ground. All of this will invade our privacy hugely and cause much inconvenience with noise levels, disruption and pollution and the proposed new terrace and stand will surely obscure the existing beautiful views from our properties.

GREATER LONDON AUTHORITY

The Mayor considers that the application does not comply with the London Plan for the reasons set out in paragraph 56 of the Stage 1 report, but that possible remedies set out in that paragraph could address the deficiencies.

If your Council subsequently resolves to grant permission for the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and a statement of any conditions the authority proposes to impose and (if applicable) a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

If your Council resolves to refuse permission, it need not consult the Mayor again (pursuant to article 5(2) of the Order) and your Council may therefore proceed to determine the application without further reference to the GLA.

GLA Stage 1 Report (Summary)

London Plan policies on sport cultural facilities Green belt, playing fields equality opportunities urban and inclusive design noise, energy flood risk management and transport are relevant to this application. The application complies with some of these policies but not with others for the following reasons:

Green Belt and sports/cultural facilities: The proposed development is an appropriate use on Green Belt. The enhancement of sport and cultural facilities is strongly supported.

Equality of Opportunities: The proposal is supported as it advances the principle of equality of opportunities.

Urban Design: there are no strategic concerns. However the Council is encouraged to ensure that the proposed materials and detailing are secured to safeguard the visual quality of the Green Belt and surrounding context.

Inclusive Design: The proposed development complies with inclusive design policy 7.2 of the London Plan.

Noise: The noise impact is considered limited and the Council should satisfy itself that it is acceptable.

Energy: The energy statement needs to be resubmitted with an assessment against 2013 Regulations additional energy efficiency measures should be incorporated and the carbon savings

from PV calculated.

(Officer Comment: A revised Energy Addendum has been submitted to address the GLA's concerns).

Flood Risk: The proposed mitigation is acceptable and need to be secured.

Transport: The parking control measures need further discussion. Bus mitigation may be required. A travel Plan, delivery servicing plan and construction logistics plan will be required.

(Officer comment: A revised Transport Assessment has been submitted and parking control measures are considered satisfactory and can be secured by condition. A travel Plan, delivery servicing plan and construction logistics plan are secured by the S106 Agreement).

External Consultees (Additional)

TRANSPORT FOR LONDON (TfL)

TfL notes from the information submitted that the proposal includes the construction of a new partially covered stand for spectators; new play changing rooms; gym, toilets and ancillary facilities under the new stand; low height terrace on the north side; a new exit onto West End Road; extension of car park and other infrastructure improvements within the ground. TfL also understands that the entire ground will be licensed with a fixed maximum capacity of 3000 attendees, the same as the current maximum total. These comments are based on the applicant's transport assessment (TA), dated May 2014.

The site is located in the southern part of London Borough of Hillingdon. It is bounded by A4180 West End Road to the west, Masson Avenue to the north and Priors Farm to the south. The A40 Western Avenue, which is part of the Transport for London Road Network (TLRN) is approximately 100m south of the site. Bus route E7 serves the bus stops on both sides of West End Road immediately outside the site; this runs between Ruislip and Ealing Broadway at a frequency of five buses per hour Mondays to Saturdays in each direction; and with three buses per hour on Sundays. In addition, South Ruislip station is located approximately 1.1km north-west of the site, served by frequent London Underground Central line services, providing connections to Central London destinations. Additionally, the station is served by an hourly Chiltern Railway service running between London Marylebone and stations to High Wycombe and beyond. At more than a kilometre from the station, the site records a poor public transport accessibility (PTAL) rating of 1b.

Access

There is an existing vehicular access from West End Road towards the northern end of the site. The proposal design restricts the existing access to 'entrance only', with a further access to be created near the southern end of the site for 'exit only'. TfL requires that a Stage 1 Safety Audit would be produced to demonstrate this proposal is principally acceptable in safety terms and would not compromise the safety of other road users, in particular buses and passengers using the bus stops adjacent to it.

Vehicle Parking

The existing site has 92 fixed parking spaces and 230 on-site over-flow spaces located at the back of the pitch. There is also an off-site temporary parking area at the nearby Stonefield Park, leased from Hillingdon Council, with a capacity of up to 500 vehicles; however the applicant observes that the off-site facility has been little used in recent years. The proposed development expands the main car park to provide a total of 136 spaces, while the over-flow area would accommodate up to 186, a reduction from currently 230 spaces. Therefore, there will be no net change to the overall combined parking capacity.

TfL understands from survey analysis in the TA that the existing parking facilities are currently used to capacity (both fixed and overflow) larger Tier 1 events (nationally designated by the GAA as a match that could attract up to 4000 attendees). and Tier 2 events (where between 1000-2500 attendees are expected). The survey supplied indicates that the fixed parking was is generally used to capacity, however the overflow car park is only 50% occupied.

The applicant is committed to imposing a "no on-site parking policy" for Tier 1 and possibly for smaller Tier 2 events. It is understood that this arrangement would be communicated through all the possible channels to patrons. These proposals are welcomed in principle by TfL, but it questions why overall fixed parking is proposed to be expanded when the biggest matches will not permit any parking at all in any area.

A further apparent contradiction is that there will be no restriction on parking for Tier 3 events (or smaller) (fewer than 500 attendees are expected at Tier 3 events). The overall parking expansion cannot be justified without information on Tier 3 parking occupancy. Once full survey figures are received and supported, a legal agreement or condition for car park management with a cap on parking is suggested.

Trip generation and traffic impact assessment

Three travel surveys were undertaken for two tier 1 events and one tier 2 events to establish the mode share. The results show a consistent trend that approximately 75% of the attendees were travelling by public transport, with a remaining quarter travelling by private cars. TfL however requires that a detailed forecast estimate be provided on the number of people travelling by various transport modes under the proposed "No on-site parking" rule for larger Tier 1 and 2 events. This is so that the impacts can be compared. TfL though does not expect that there would be a significant highway and traffic impact for Tier 3 and smaller games given its smaller size of attendees.

The applicant does not expect that the level of overall trip rate - by all modes- would be increased significantly by the proposed changes, on the basis of that the total number of attendees for events is restricted by the Ground's existing licence condition for a maximum of 3000 attendees, and the number and type of events to be held at it is not expected to change significantly. However, if the applicant is minded to further increase the ground capacity in future, further transport assessment will be required to assess the likely impact to the local highway and transport network.

Public transport

TfL is concerned that the current level of service of three buses per hour on route E7 on Sunday may not be able to cater the additional demand for larger events on Sundays. A full mode share assessment to estimate the level of bus users shall be provided; from which the needs for any further mitigation measures will be decided.

Walking & Cycling

The proposed development includes the provision of 30 cycle parking spaces, which is welcomed. TfL requests these facilities are to be covered and secured, and be accessible by cyclists safely and conveniently. TfL also recommends staff/ stewards cycle parking facilities should be separated from the public spaces.

TfL requests that a pedestrian review be undertaken to assess walking conditions on routes between the site and local bus stops and South Ruislip Station. Given the applicant's desire to promote the use of public transport, it is important that wayfinding and walking environment are improved if needed, to attract people to walk the final leg of their journeys.

Taxis & Coach facilities

TfL welcomes that the proposed main parking area will include two coach bays and a taxi pick up/

drop off area.

Servicing and Construction

The transport assessment has not included details servicing trips to the site for during event days, the applicant shall provide clarification on this. TfL usually expects the applicant to submit a draft delivery and servicing plan (DSP) with proposals of this nature. TfL is nevertheless content in this case for Hounslow Council to secure a DSP by planning condition in line with London Plan policy 6.14 'Freight'.

TfL also expects that the development to be supported by a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) as this site is adjacent to the TLRN. Hillingdon Council should secure both plans by condition and/or through the s106 agreement as appropriate and they should accord with TfL guidance. Both plans should identify efficient, safe and sustainable arrangements to be employed at each stage of implementation to reduce and mitigate impacts of freight vehicle movements arising from the scheme, including impacts on the expeditious movement of traffic, amenity and highway safety. Details should, where relevant, include Freight Operator Recognition Scheme (FORS) or similar accreditation, as well as site access, loading/unloading and parking arrangements; booking systems and timing of arrivals at and departures from the site; vehicular routes; scope for load consolidation and use of alternative modes and measures to reduce risks and impact of collisions with vulnerable road users.

Travel Plan

The applicant is committed to provide a full travel plan for the development, this is welcomed; the final submission would need to adhere to the current DfT and TfL guidance for travel plans, and be secured by s106 agreement by Hillingdon Council. Within the TA, a number of green travel measures have been suggested, TfL particularly welcomes that the applicant's commitment to impose a "no on-site parking" policy to Tier 1 and possibly Tier 2 events; this needs to be clearly set out in the travel plan and on literature/web-pages advertising matches. Therefore, TfL does not see the need to promote off-site parking at Kingsend South as it is hoped and intended that attendees are encouraged to make the whole journey by public transport where possible. The applicant shall also work with the council to provide an event way-finding strategy to facilitate attendees, staff walking between South Ruislip station and the site, as this is the walking route will be mostly used by attendees travelling by tube.

Community Infrastructure Levy

The Mayor introduced a London wide CIL Charging Schedule on 1 April 2012 in line with London Plan policy 8.3 'Community Infrastructure Levy',. Most new development in Greater London has to pay the Mayoral CIL Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The proposed development is within the London Borough of Hillingdon where the Mayoral charge is £35 per square metre. More details are available via the GLA website <http://london.gov.uk/>

Summary

The applicant should resolve the following matters with Hillingdon Council and TfL in line with the transport policies of the London Plan (2011);

- Provide clear justification on the increase of parking with reference to the proposed no-on site parking policy for Tier 1 and 2 events.
- Undertake Stage 1 Safety Audit for the proposed access arrangements to West End Road;
- Provide a detailed trip generation and mode share assessment which compares the existing levels with anticipated levels following implementation;
- Undertake a pedestrian review to identify necessary improvements to pedestrian routes to local bus stops and South Ruslip Station;
- Produce a travel plan in accordance with TfL travel planning guidance, to be secured by s106

agreement;

- Provide details on servicing trips;&
- Secure a CLP, CMP and DSP via appropriate conditions.

NATS (Safeguarding) - No safeguarding objections

SPORT ENGLAND - No response

Internal Consultees

TREE AND LANDSCAPE OFFICER

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. Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

The brief Design & Access Statement sets out design objectives and refers to the evolution of the design and layout proposals. Drawings by Cooney Architects indicate a large south terrace stand extending along much of the length of the pitch and a smaller and lower proposed terrace with three standing rows within the narrow corridor between the north of the pitch and the rear of Masson Avenue.

A smaller training pitch at the east end of the site will be accessed via a new service road along the southern boundary. It appears that the existing hedgerow on this boundary will be removed.

Tobin drawing No. 7321-1003 Rev D03 proposes the use of 'cellular grassed paving slabs' for part of the car park. Grass in these re-inforced systems seldom has the opportunity to establish properly or recover if used on a regular basis.

The submission includes a Tree Survey & Landscape Recommendations, by Cunnane Stratton Reynolds. The tree survey, supported by photographs, assessed 19 No. individual trees, one tree group and one hedgerow. There is one 'A' category tree (T375, Aesculus Carneia), 10No.'B' category (T363, T364, T368, T369, T371, T374, T376, T377, T378, T379), the remaining 8No.trees are 'C' category. 3 No. 'C' (poor quality and value) trees will be removed to facilitate the development (T366, T367 and T380). The 'A' category tree in the south-west corner of the site will be retained, as will 8 No. 'B' grade trees. There is no objection to the tree assessment or the arboriculture impact assessment (removal and retention proposals) explained in section 3 of the report.

Section 4 outlines the Arboriculture Method Statement which includes tree protection measures and cell web ground protection. In section 4.5 Monitoring and compliance, the report recommends that a qualified arborist should be on site to supervise and monitor the all works near the root protection areas of trees. This should be conditioned.

The document is supported by a Tree Survey drawing No. 13586_T_100 and a Tree Constraints and Protection Plan, drawing No. 101. Drawing No.13559_3_100, Landscape Masterplan, indicates new planting within the car park and at the eastern end of the site. Planting is to include 46 No. specimen trees, low level evergreen groundcover shrubs and a palette of mixed native under-storey shrubs.

There does not appear to be any analysis (cross-sections) to illustrate the visual impact of the development (of the stands) on the residents of Masson Avenue. It appears that the openness of the outlook that is currently experienced will be lost. While there is no objection to the landscape treatment of the car park (west end) and the perimeter planting at the east end of the site, no perimeter planting has been proposed along the longer north and south boundaries.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS: This application has been subject to further discussion and additional information submitted. No objection, subject to the above observations and COM8, COM9 (parts 1,2,4,5, and 6), COM10.

ACCESS OFFICER

The proposal seeks the redevelopment of the existing Gaelic football facility. Eight accessible car parking bays are proposed within the main car park (drawing 7321-1003-D03), which equates to 6% of the total car parking spaces. A setting down point, suitable for door-to-door transport vehicles is also shown on plan. The main car park would be surface with tarmac, with the pathways surfaced with concrete or block paving. A new pedestrian entrance would be located north of the existing entrance, via a 1 point 1.2 m walkway leading to the turnstiles and a pass gate for wheelchair users. BS 8300:2009 is understood to have informed the design. Viewing areas for wheelchair users happy incorporated in the main stand, and also on the terrace on the northern side.

In an effort to preserve the openness of the green belt, the covered wheelchair viewing areas have been located in the centre of the stand, i.e. in the covered portion. A super-riser, accessed via a ramp, will be provided on the west side of the main tunnel at the centre of the pitch. Beneath the main stand would be toilet facilities for spectators, as well as areas for players and officials which are accessed internally. The gym is accessed directly from the road to the rear via a double door, and the building is said to have been designed to allow disabled people to fully access the building and use the gym. The evacuation of disabled people is said to have been designed in accordance with BS 9999:2008.

Three emergency routes to the front pathway would be possible for disabled people, including their swift evacuation from the gym and changing rooms. The Design & Access Statement which accompanies this application refers to relevant guidance having been used to inform the design of this proposal, including Sports England specifications; and preliminary discussions with the GLA Access Officer.

A revised plan detailing suitable toilet facilities for disabled people, and a 'Changing Places' cubicle has been submitted and will be incorporated into the design. Reference should be made to the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted May 2013).

Recommended Informatives

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead in order to address physical barriers that may prevent disabled people and their families from participating.
2. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

URBAN DESIGN AND CONSERVATION OFFICER

Background: The London County Board of the Gaelic Athletic Association (GAA) is one of the county boards outside Ireland, and is responsible for Gaelic games in London. The origins of the GAA in London can be traced back to 1896. London played in three hurling and five football All Ireland finals in the early 1900s when the All-Ireland and All-Britain champions were paired in the final. London

won the hurling All-Ireland in 1901, defeating Cork by 1-5 to 0-4. Over the intervening 117 years the organisation has grown to the extent that ensures London can lay claim to being the most successful and vibrant unit within the Association outside Ireland. It has been using the athletic ground since the turn of the century (pre-dating the surrounding inter-War housing), before then the area was farmland for Glebe and Priors Farms. The ground was essentially laid out within the hedged-rowed boundaries of a field and a small pavilion added.

CONSIDERATIONS: The proposal includes a new pitch, a training pitch, stadium and car parking as well as associated structures for a capacity of 3000. This development is a long time necessity for the GAA and once completed it is hoped it will give the Association a county ground of a standard on a par with counties in Ireland.

Existing character

The existing character has been described in the background above. The history, current layout and character relates to the fact that this has been an athletics sports field for over 100 years and its open appearance.

Layout

The proposed layout for the main pitch is in a similar position as the existing grounds, although moved to the East. The proposed car park to the West is in the same location, but regularised and landscaped along with the parking around the existing clubhouse (which remains). Two new stepped terraces are to be located to the North and a new flip-seated stand to the South. A new training pitch is proposed on a piece of former athletic ground to the East. And an access road is to be located to the South and West perimeter of the site. The proposed layout is sensible in that it replicates former uses and location on the site and merely rationalises the existing arrangement.

Legibility

In terms of legibility through the site, I note the new vehicle routes which appear reasonable. However, although the pedestrian entrance is obvious, it is shame that a car park has to be navigated before reaching the turnstiles'.

Height/Scale/Bulk

The highest, bulkiest element of the scheme is the proposed stand for the Southside of the main pitch. The canopy will be over 8 metres in height, although the main rostra bank seating is around seven. This is by no means a bulky structure, and neatly houses changing rooms, access, toilets and gym under. Furthermore, it is located away from the existing residential streets on the side where there are larger farm related structures. The stand will become a landmark, identifying the ground from the A40. Other structures including the proposed 'goal keep nets' replace similar structures in the same location. Two further banks of stepped terraces will be provided to the North of the pitch, but this is only just over 2 metres in height. A seven metre high retractable 'keep net' is also proposed behind the terraces and the stand. However, none of these structures/elements would detract from the overall appearance of the area in terms of massing, scale or bulk.

Design/Appearance/materials

The seated stand and the terraces will be constructed in concrete with concrete block walling. The canopy - a steel structure, lightweight box-section, with lattice sub-structure in semi-translucent polycarbonate. The design is unsurprising, and practical, typical rather bespoke, but robust. The seats to the stand will be in coloured spectator flip-seating, terrace railings in galvanised steel, fencing between the car park and games area will be moss green coloured IBEX style fencing with matching turnstiles and gates. All of this entirely reasonable in design terms.

Planning Practice Guidance suggests that good quality design is an integral part of sustainable development. The way an area is designed and planned, affects its attractiveness and long term success. This will be significant redevelopment improvement for GAA and a focus from the A40. I am satisfied that this proposal achieves this.

My only concern is for the boundary treatment to West End Road and hard landscaping which is currently proposed for roads as tarmacadam and footpaths - concrete. These could be conditioned. The boundary treatment to WER is currently metal fencing. This should be retained as well as the substantial planting to provide a buffer the street.

CONCLUSION: Acceptable. Condition sample materials and boundary treatment.

S106 OFFICER

I can confirm that the proposed development does not trigger any S106 Planning Obligation requirements.

ENVIRONMENTAL PROTECTION UNIT

The developers have addressed officers and residents concerns and therefore the following conditions are recommended:

FLOODLIGHTING

1) No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON: To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Unitary Development Plan; and To protect the ecological value of the area in accordance with Policy EC3.

2) The training pitches shall not be illuminated between the hours of 9pm to 7am Monday to Saturday, and 10pm to 8am Saturday. The floodlights installed herein shall be fitted with a timer unit to ensure compliance with these times.

REASON: In order to protect the visual amenities of the area in accordance with Policy BE27 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

NOISE

3) The development shall not begin until a scheme which specifies the provisions to be made for the control of loudspeaker noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

CONTAMINATION:

The site is not on any potentially contaminated land and is not a significant concern. However there are two issues to look at other than the noise and floodlighting Borehole - I would advise consulting with the Agency. The site does not look as though it is on water bearing rocks so they must be going fairly deep for the ground water. EA need to comment or Vicky. The borehole is not going through potentially contaminated land so it may not be a worry. Looks like quite a bit of work to the drainage

as well to be considered.

Imports - If any soil is imported for the pitch or surrounds, perhaps to raise the pitch, it should be clean and free from contamination and the condition below could be applied. Should no soil be imported the condition would not be needed. Condition to minimise risk of contamination from imported soils All imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All imported soils used for the reconstructed pitch and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON: To ensure that the users of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to the following comments and conditions:

Energy

The energy assessment demonstrates the development can meet the requirements of Policy 5.2 by reducing emissions by 40%. The GLA has requested that further information be submitted in respect to energy as the report does not relate to 2013 building regulations. This can be addressed through an appropriate condition as there is sufficient information within the report to demonstrate a likely solution is available. The GLA request is therefore requiring the information to be tidied up and not a fundamental request for further information.

I am satisfied with the amended details but would still suggest the following condition given the final specification, amount and potential location are still not fully determined regarding the PVs.

Condition

Prior to the commencement of development, full details of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

The amount of PVs required to ensure the development complies with the carbon reduction from 'be green' measures set out in the Energy Strategy

The location of the PVs

An assessment of shading and shadowing

The type and specification of PVs

Elevations and plans showing all the PVs in situ on the development site.

The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to CO2 reduction in accordance with Policy 5.2 of the London Plan.

Condition:

Prior to the commencement of development an updated energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include: 1 - The baseline energy demand and related carbon emissions in accordance with 2013 Building Regulations. 2 - The energy efficiency measures to assist in meeting a 35% reduction in carbon emissions against the baseline. Full details of the proposed measures and impacts on the carbon

footprint must be provided.3 - The renewable energy technology to be used to ensure the development meets the 35% CO2 reduction requirements. Full details of the location, type and maintenance of the technology should be included. The development must proceed in accordance with the approved plan.

Reason:

To ensure the development provides a reduction in CO2 over the baseline position in accordance with London Plan 5.2.

Ecology

The proposed development is entirely on an area of recreational grassland that is heavily managed. There are limited ecological impacts. However, in accordance with the National Planning Policy Framework the development should aim for a net improvement in biodiversity. The following condition is therefore necessary.

Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include the measures to enhance and integrate ecological improvements within the development. Bat boxes, bird boxes and living walls should all be considered alongside specific wildlife improvements within the landscape proposals. The north-eastern boundary of the site 'behind' the access road should be considered for specific wildlife improvements. The development must proceed in accordance with the approved plans.

Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Living Walls

The proposed development will have a number of blank elevations which provide an opportunity for integrating living walls and screens. The following condition is therefore necessary:

Condition

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

FLOOD AND DRAINAGE OFFICER

Following the submission of the additional information, demonstrating the site is not at risk from flooding, the proposals are acceptable subject to a condition;

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Flood Risk Assessment , produced by URS dated Sept 2014 and Appendix E incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
 - e. demonstration that any proposals to utilise existing drainage network not adopted by utilities function appropriately for that purpose through the submission of CCTV
 - ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
 - iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.
- The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iii incorporate water saving measures and equipment.
 - iv. provide details of water collection facilities to capture excess rainwater;
 - v. provide details of how rain and grey water will be recycled and reused in the development.
- Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

HIGHWAY ENGINEER

The applicant has suggested that there are a total of approximately 300 games per year held at Emerald GAA grounds in Ruislip. It is further suggested there are 13 games per year that result in a higher number of people attending the grounds. Table 1 of the TA provides a schedule and historical figures of the higher attendance games and suggests the following maximum attendance: Tier 1 = 4000 Tier 2 = 1000 Tier 3 = 400 The TA also suggests that the remaining games generate small crowds of less than 100 - 200 supporters and the average attendees at the smaller games is 52, mainly consisting of the players themselves.

It is further proposed to consider a future capacity to be limited to 3000 maximum for tier 1 games. Section 5 of the TA mentions that three surveys were undertaken, covering two tier 1 games and a tier 2 game to establish car parking demand and modes of travel associated with crowds attending these three games. The on-site car parking accumulation for the tier 1 travel was surveyed on Sunday 26th of May 2013. It is also noted the car parking numbers quoted do not always correlate with their respective proportions provided in the TA.

The TA also does not specify the proposed seating and other capacity for the crowds. It would be reasonable to expect that with the proposed development, the future attendance could increase.

If the application is considered acceptable, a cap on the maximum attendance as below should be applied within the S106 agreement or through a condition, as a greater number of visitors have not been modelled.

Tier 1 = 3,000

Tier 2 = 1,000

Tier 3 = 400

The exiting on-site car parking with a capacity of 322 spaces will be reconfigured to provide a total 285 car parking spaces on-site, which is reduction of circa. 11% on the current number of spaces. These will be provided in form of a typically laid out car park at the front to provide 125 spaces and the remaining 160 spaces will be provided at the rear of the site by utilising the training area with protective mats placed to cover the surface. The front car park should be made available for all of the games at the GAA ground and the rear car parking area should be made available at least for tier 1 and 2 games. This should be covered within the S106 agreement or through a condition together with a pre-booking system of car parking.

The use of Stonefield parking area as an off - site overflow car park is proposed to continue arrangements to be discussed with the London Borough of Hillingdon for tier 1 games. This is suggested to provide capacity for up to 500 car parking spaces.

Considering the changes required to the access and parking layout as discussed below and that the rear car parking area will not be marked out, the actual number of on-site car parking capacity would be reduced. The access and car parking layout is partly substandard on various grounds, including the issues listed below:

1. Swept paths demonstrate the proposed layout will be prejudicial to highway and pedestrian safety and is therefore unacceptable;
2. Inadequate turning space/layout on-site;
3. Substandard parking bays (all of the parallel bays are required to be minimum 6m long except the end bays);
4. Location of the proposed setting down point/taxi pick up & drop-off area is not feasible due to it being adjacent to the vehicle stop line for the proposal traffic signals, where vehicles could be waiting and/or queuing; and
5. Road marking arrows at the front car park are required to be amended to inform drivers of car parking at rear of the ground and east of the club house.

The rear car parking area will be accessed via a long and narrow access road, which will not be adequate for cars to pass each other. In order to address this issue, a shuttle traffic signal system is proposed. This is considered acceptable subject to a vehicle detection system being incorporated in the proposed shuttle signals and the proposed setting down point/ taxi pick up & drop-off area being relocated. The existing access arrangement will be amended. The existing access will be utilised for vehicle entry only with keep clear markings on West End Road in front of this access.

A new vehicle access will be created along the front of the site to operate as a left turn egress only, resulting in all of the exiting vehicles impacting the roundabout. A dedicated pedestrian access will be provided adjoining the point of existing vehicle access. The proposed access arrangement is considered to be an improvement as compared to the existing situation, because it would help reduce interference in the free flow traffic on West End Road. However the proposals will result in increased traffic impact on the Polish War Memorial Roundabout, which has not been quantified and therefore any associated improvement works are not known. In case of the planning application being approved, the requisite traffic impact assessment and any off-site highway works reasonably required by the Council should be covered within the legal agreement.

A shuttle bus service is proposed to operate between Ruislip Rail Station and the GAA ground for the tier 1 games only. Whilst, in principle, the propose shuttle bus service is considered acceptable,

subject to the Local Operators Licence being secured, the shuttle service should be extended to cover all of the main events i.e. tier 1, 2 and 3 games. This should be specifically covered within the S106 agreement or a planning condition.

It is also proposed to deploy cones in the locality to prevent on - kerb parking for tier 1 and 2 games and have private parking marshalls at the entrances to Masson Avenue, Glebe Avenue and apartments directly facing the grounds entrance. An informative should be attached with any permission, advising the applicant to contact the Council and the Police in respect of arranging temporary traffic management on the highway and that private marshalls shall not direct traffic.

If the application is approved, the issues relating to traffic impact assessment and off-site highways works, cap of maximum attendance, operation of the proposed traffic signals on-site, and the shuttle bus service as discussed above should be covered within the s106 agreement and/or through conditions, as appropriate.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The whole of the application site is designated as Green Belt and there are currently no proposals to delete this land from its Green Belt designation. The main policy issue in relation to this development is therefore considered to be the principle of additional development within the Green Belt and its impact on the character and appearance of the Green Belt.

The National Planning Policy Framework (NPPF) is relevant. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Nevertheless, the document states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Para 88. states:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations".

Para.89 of the NPPF states that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance".

In terms of local policy, Part 1 of the Local Plan continues to give strong protection to Green Belt land. The relevant policy in the Local Plan is EM2 which makes clear that:

"The Council will seek to maintain the current extent, "Any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test".

The 2007 Unitary Development Plan Saved Policies (currently serving as Part 2 of the Hillingdon Local Plan) are also relevant. Planning policy on Green Belt land is set out at Policies OL1, OL2 and OL4 in the 2007 Hillingdon Unitary Development Plan "Saved" Policies. These policies give strong emphasis to not normally permitting new building in the Green Belt, reflecting overarching national and London wide policies.

Of particular relevance is Saved Policy OL1 of the Hillingdon Local Plan Part 2, which endorses both national and London Plan guidance. Policy OL1 states 'Within the Green Belt, as defined on the Proposals Map, the following predominantly open land uses will be acceptable:

- Agriculture, horticulture, forestry and nature conservation;
- Open air recreational facilities;
- Cemeteries

The Local Planning Authority will not grant planning permission for new buildings or for changes of use of existing land and buildings, other than for purposes essential for and associated with the uses specified at (i), (ii) and (iii) above. The number and scale of buildings permitted will be kept to a minimum in order to protect the visual amenity of the Green Belt'.

As set out elsewhere in this report, the proposals would provide appropriate facilities for outdoor sport. It is considered that the proposals would not have a significantly greater impact on the openness of the Green Belt, and having regard to the previously developed nature of the site, would not further conflict with the purposes of including land within it.

As such, the scheme would comply with the second bullet point in NPPF para 89 (provision of appropriate facilities for outdoor sport) and would not amount to inappropriate development in the Green Belt. It is considered therefore, that the development as a whole is not inappropriate. It therefore follows that the proposal also accords with London Plan Policy 7.16 on Green Belts and Policy EM2 of the Hillingdon Core Strategy.

As the proposal does not amount to inappropriate development in the Green Belt, there is no need to establish whether very special circumstances arise, and there is no indication that the principle of the upgrading of the sporting facilities is otherwise inconsistent with the development plan.

It is also noted that one of the core planning principles set out at Paragraph 17 of the NPPF is that planning should take account of and support local strategies to improve health,

social and cultural well being for all, and deliver sufficient community and cultural facilities and services to meet local needs. The new facility will will provide the opportunity for enhanced sports facilities. Paragraph 73 of the NPPF confirms access to high quality opportunities for sport and recreation can make an important contribution to health and well-being of communities.

This assessment is shared by the GLA. The Mayor in his Stage 1 report considers that the proposed development is an appropriate use on Green Belt and the enhancement of sport and cultural facilities is strongly supported.

Conclusion

It is considered that the development does not prejudice Green Belt objectives, whilst the scale of the development is the at an appropriate level to support an outdoor sports sports facility. As stated elsewhere in this report, the visual and amenity impact has been minimised. The potential advantages of the proposal are recognised, including the provision of enhanced outdoor sporting facilities and the protection of recreational open space in urban areas, consistent with the objectives of the NPPF, Sport England's Planning Policies for Sport, London Plan Policy 3.16 and saved part 2 Policies, which seeks to protect outdoor and indoor leisure facilities.

No objections are therefore raised to the principle of the development on this site.

7.02 Density of the proposed development

No residential use is proposed as part of this development. Density is not therefore a relevant consideration.

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

The site is not located within an Archaeological Priority Areas, Conservation Areas or Areas of Special Character, although the area to the south of the A40 is proposed as a new Archaeological Priority Area.

Archaeology

A Heritage Assessment has been submitted in support of this application. The statement notes that ground works are likely to be required to support the spectator stands, possibly to include piled foundations. Where the proposed groundworks extend beyond the depth of made ground, there may be an impact upon below ground archaeological deposits, should any be present.

The Heritage Statement therefore recommends a limited programme of archaeological evaluation, targeted in the proposed areas of impact, prior to the commencement of any development groundworks. Such works would identify and record the nature and extent of any surviving archaeological remains encountered (preservation by record). Should no archaeological remains be encountered during these works, then no further works would be required. Given that the site does not fall within an archaeological priority area and the extent of built development is limited, it is considered that this approach is acceptable in this case and can be secured by condition.

Impact on Listed buildings

The site is within view of the Grade II Listed Polish War Memorial and Locally Listed Glebe Farm. However, there will be no physical impact upon these buildings and there is considered to be a low and low-negligible impact upon the setting of these buildings, in

accordance with Saved Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

The proposal would not have any implications with regard to airport safeguarding.

7.05 Impact on the green belt

The most important attribute of Green Belts is their openness and the aim of preserving the openness of Green Belt land is reiterated in the NPPF, Local Plan Part 2 Policies OL1 and OL2 and London Plan Policy 7.16. Development is therefore strictly controlled.

In terms of the physical works proposed, the proposed layout for the main pitch is in a similar position as the existing, although moved slightly to the east. The proposed car park to the west of the pitch is in the same location, but regularised and landscaped along with the parking around the existing clubhouse. A new training pitch is proposed on a piece of former athletic ground to the east of the main pitch, whilst the access road is to be located to the south and west perimeter of the site. The proposed layout replicates former uses and location on the site and merely rationalises the existing arrangement. These elements of the proposal are considered to have minimal impact on the openness of the Green Belt.

In addition, a new one tier stepped terrace is proposed to the north of the pitch and a new flip-seated stand to the south. In terms of the visual impact on the openness of the Green Belt, careful thought has been given to ensure that the built form of these elements are limited. The design of the project has evolved in response to pre-application discussions with officers, and in consideration of specific aims and policies relating to the Green Belt. The current proposal shows the omission of end terraces completely, a reduction in the height of the terrace on the north side from 3 tiers to 1 tier and a reduction in the size of the roof of the southern stand from 55% covered (5 seating bays out of 9), to 33% (3 bays).

The proposed south stand is the highest, bulkiest element of the scheme. The roof canopy will be over 8 metres in height, although the main rostra bank seating is around seven metres. The stand is designed to be as low as possible. The roof of this structure consists of a series of conic-section panels, designed to almost float above the stand, where the light behind can penetrate through the elevation. The Urban Design and Conservation Officer notes that this is by no means a bulky structure, and neatly houses changing rooms, access, toilets and gym under. Although the stand will be visible from the A40, it will be located away from the existing residential streets, on the side where there are large utilitarian farm related structures on the adjoining site.

Other structures include the proposed 'goal keep nets' which replace similar structures in the same location. A seven metre high retractable 'keep net' is also proposed behind the terraces and the stand. A small number of floodlights to the training area would be visible, but insubstantial. It is considered that none of these structures/elements would detract from the overall appearance of the area or openness of the Green Belt in terms of massing, scale or bulk.

Although designated as Green Belt, the application site is an existing sports complex, sitting within a suburban area, surrounded on 2 sides by built development, which limits the site's openness and perception of openness. It is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt. It is therefore not considered that the amenity and openness of the Green Belt would be harmed to a detrimental degree by the proposals, in accordance with Saved Policies OL1 and OL2 of the Hillingdon Local Plan:

Part 2 - Saved UDP Policies (November 2012), relevant London Plan policies and the aspirations of the NPPF.

7.07 Impact on the character & appearance of the area

Saved UDP Policies BE13 and BE19 seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Saved Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Saved Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

The site is bounded by the rear gardens on Masson Avenue to the North, school grounds to the East, Priors Farm and its farmland to the South and West End Road to the West. The A40 is also to the South and the Grade II Listed Polish War Memorial and the Locally Listed Glebe Farm is to the East. The area is typical suburban-residential in nature with predominantly inter-War housing of two storeys, traditional in design, to the North and surrounded by green fields to the rest.

The proposed layout for the main elements of the proposal replicates former uses and their location on the site and merely rationalises the existing arrangement. The highest, bulkiest element of the scheme is the proposed stand for the South side of the main pitch is located away from the existing residential street and will be viewed in the context of a backdrop of large farm related buildings to the south of the site. The Urban Design and Conservation Officer considers that this and other elements of the proposal would detract from the overall appearance of the area in terms of massing, scale or bulk.

The seated stand and the terraces will be constructed in concrete with concrete block walling. The canopy is a steel structure, lightweight box-section, with lattice sub-structure in semi-translucent polycarbonate. The design of this structure is considered is practical and reasonable for its intended purpose.

The Urban Design and Conservation Officer raises no objections to the scheme on design grounds, subject to details of external colours and finishes. Details of external materials are therefore secured by condition. Subject to this condition, it is considered that the proposal is consistent with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), and Policy PT1.BE1 (2012)- Built Environment, Hillingdon Local Plan Part 1.

7.08 Impact on neighbours

Saved Policies OE1 and OE3 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policies BE20, BE21 and BE 24 of the the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) seek to protect the amenity of neighbouring occupiers, requiring new buildings to be laid out, designed and of a scale which ensures that harm is not caused to amenity in terms of loss of privacy, outlook and levels of sunlight and daylight.

The nearest residential properties are located to the north of the site in Masson avenue. There are no limitations to the hours of use of the current sporting facilities on the site. However, the effects of floodlighting and noise associated with a potentially more intensive use of the site on residential amenity are matters for consideration. The issue of noise has been covered in detail in other sections of this report.

FLOOD LIGHTING

It is proposed to provide floodlighting to the training pitch, located at the eastern end of the site. There is no specific design guidance on lighting. In the absence of an SPD on lighting, the relevant available technical guidance has been considered in the context of the location of the proposed pitch in relation to the nearest residential receptors.

A floodlighting assessment has been submitted in support of the application. The floodlighting is proposed will be to a relatively low level of 200 lux, comprising floodlighting columns of approximately 12m in height. The floodlights would be cowled and directed to concentrate light on the warm-up area and to avoid overspill to neighbouring properties. It is expected that use of the training area would not extend late into the evening. This eastern sector is located at the least residentially sensitive location furthest away from Masson Avenue to accommodate some evening training under lights.

During the winter months, there will be some limited light spillage, but the manufacturer's lux modelling confirms that there will be no light spillage beyond the boundaries of the site. Therefore, this will not present an unacceptable impact on adjoining properties. In any event, the nearest residential property is over 40 metres away from the proposed floodlights, with the end of gardens adjoining the application site.

To safeguard the situation with regard to the protection of residential amenity, the Council's Environmental Protection Unit recommends a condition to require the design and implementation of a lighting scheme which conforms to relevant guidance and limitations on hours the training pitch can be illuminated. Subject to these conditions, it is considered that the development would not adversely affect the amenities of nearby residential properties from light spill generated by the floodlit training pitch, in accordance with Saved Policy OE1 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

ACTIVITY

The applicants submit that there will be no significant intensification of use, no new land use, no increase in ground capacity and no increase in the number of matches per annum.

Some small degree of intensification of use may occur in the case of "smaller" games in that the new stand will offer the potential to make the facility more user-friendly for families, because spectators can sit and be protected from the risk of poor weather, as well as there being new toilet facilities.

The northern sector of the site, beyond the playing pitch, will incorporate a pedestrian route along the northern boundary of the site where presently there is a vehicular access. The applicants state that this pedestrian access may, at some stage in the future, be used in conjunction with the car park drop-off as a safer, more direct route to Bourne Primary School.

Losing the vehicular access track along the northern boundary and moving the pitch a little further northwards, thereby allowing a replacement track to be provided along the southern boundary instead, will result in any vehicular movement being considerably further away from the Masson Avenue properties.

OUTLOOK

The proposed seating stands would be located to the south of the pitch, thereby minimising

visual impact on views from nearby residential properties. The average separation distance from the stand to the houses on Masson Avenue is 107m. The limited extent of the roofed stand is set against the backdrop of existing farm buildings and the scale of the unroofed areas of stand is not so great as to impact materially on the sense of openness experienced by residents in views to the southeast across the site. At the separation distance proposed, the visual impact on openness across the site from the rear of properties in Masson Avenue is considered to be minimal.

From time to time there would be a minor temporary impact from the catch netting, which will be 'see-through' by its very nature, would be erected only for the duration of play. It is proposed that only vertical poles (with demountable netting hung between) would remain in place behind each set of goal posts and along the northern perimeter of the pitch would remain as permanent structures. The netting will afford neighbouring houses a greater degree of protection than they have at present. The taller netting behind the 'goals' would be seen only "end on", or at an oblique angle to the Masson Avenue houses and so would not have a significant impact on views across the site.

The small number of floodlights to the training area would be visible, but insubstantial. The lights would be cowled, but the modern design is such that the cowls do not need to be large fittings to restrict the light spillage and would not be visually intrusive, having regard to the separation distances from the houses.

It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

PRIVACY

Policy BE24 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The issue of privacy for residents of Masson Avenue was initially raised as a concern by officers and local residents, with regard to the northern terrace. The applicant now proposes to replace the northern terrace with a low standing area consisting of only one step (i.e. two standing rows). The proposed standing area will run from the rear of house number 16 to house number 48, with a gap for the camera stand. The first standing level will be 0.1m above pitch level, with a step of 0.25m to the top standing level. This will mean that the top standing level will now be 0.35m above pitch level at that location rather than 1.17m as shown on the original planning application drawings. As a result the eye level of the top standing area, would not extend above the top of the existing boundary fencing at the rear of Masson Avenue properties.

Removal of the northern terrace in favour of a single step up from ground level, should therefore help to address concerns about possible overlooking of the Masson Avenue rear gardens, so long as those properties have the necessary boundary fencing in place.

It is also noted that in terms of both noise and privacy issues, the proposed northern standing area faces away from the properties at Masson Avenue, as any spectator would

be likely to be facing the playing area. In addition, the applicant has stated that the northern stand is only required for a small number of games each year. In order to further protect neighbouring amenity, it is recommended that a condition be imposed limiting this northern standing strip to the larger Tier 1 and 2 games (i.e. 4 times a year).

With regard to the southern stand, this would be located over 107 metres from the nearest residential property in Masson Avenue. As such, it is not considered that the privacy of neighbours will be affected, in compliance with Policy BE24 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

7.09 Living conditions for future occupiers

Not applicable to this application, as the proposal does not include residential development. Living conditions for future residential occupiers is therefore not relevant to consideration of this proposal.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

'The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on West End Road.

A Transport Assessment has been submitted in support of this application. The supporting Transport Assessment considers the impact of the proposed redevelopment of the site on the local highway and confirms that:

- There is no increase in ground capacity(remaining at 3,000);
- There is no increase in matches at the venue (still 300 per annum);
- There will be three tiers of matches in terms of attendance numbers of which only Tier 1 reaches maximum ground capacity.
- Tier 1 attendance is greater than 1,000; Tier 2 attendance is between 500 and 1,000; and Tier 3 is less than 500.
- The vast majority of the 300 matches per annum will be at Tier 3;
- There will only ever be one Tier 1 match for London at this their home ground. The rules of their main competition do not permit a second home match.
- This single tier 1 is played the same time every year namely the Sunday of the UK Bank Holiday weekend at the end of May. Relays will entail a guaranteed away fixture in Ireland for London.

A Stage 1 Safety Audit has been submitted which examines and reports on the road safety implications of the scheme as presented. The report identifies potential problems and provides recommendations to address these issues.

ACCESS/PARKING LAYOUT

It is proposed to alter the western end of the site through the provision of a new vehicular egress point with left turn only. The existing access will be utilised for vehicle entry only, with keep clear markings on West End Road in front of this access. The proposed access arrangement is considered to be an improvement compared with the existing situation, because it would help reduce interference in the free flow traffic on West End Road. This will improve road safety by reducing conflicts at the existing (two way) access point, which would be limited to entry only.

The car park is used currently to drop off children attending the nearby Bourne Primary School and it is intended that informal use should continue. Pedestrian access to the site is to be improved with a designated pedestrian access being located closer to the northern boundary of the site.

Notwithstanding amended plans having been submitted to address initial concerns raised by the Highway Engineer regarding the new access arrangements and internal layouts, these details are still not considered fully satisfactory and require further modification. In particular, the following issues have been identified: swept paths indicate that the proposed layout is substandard as there is inadequate turning space/layout on-site for coaches; substandard parallel parking bays and inappropriate location of the proposed setting down point/taxi pick up & drop-off area.

In addition, the rear overflow car parking area will be accessed via a long and narrow access road, which will not be wide enough for cars to pass each other. In order to address this issue, a shuttle traffic signal system is proposed. The Highway Engineer considers that this acceptable, subject to a vehicle detection system being incorporated in the proposed shuttle signals and the proposed setting down point/ taxi pick up & drop-off area being relocated.

In the event of an approval, these issues could be addressed by the imposition of an appropriately worded condition requiring final details of the internal parking layout and access arrangements to be submitted and approved by the Local Planning Authority.

TRAFIC GENERATION

Although the Transport Statement states that there will be no increase in ground capacity or the number of matches played at the grounds, the Highway Engineer notes that there are discrepancies in the attendance figures provided. In order to ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking is provided, a cap on the maximum attendance and the number of Tier 1 and 2 games is recommended as follows:

Tier 1 games limited to one per annum with a maximum attendance of 3,000 spectators
Tier 2 games limited to 3 per annum with a maximum attendance of 1, 000 spectators and
Tier 3 games limited to a maximum attendance of 400.

It is also proposed to deploy cones in the locality to prevent kerb parking for Tier 1 and 2 games and to have private parking marshalls at the entrances to Masson Avenue, Glebe Avenue and apartments directly facing the grounds entrance. An informative is recommended, advising the applicant to contact the Council and the Police with respect to arranging temporary traffic management on the highway during these events and to inform

the applicants that private marshals should not direct traffic on the public highway.

With regard to the new vehicle exit arrangement, this will operate as a left turn egress only, resulting in all of the exiting vehicles impacting the Polish War Memorial roundabout. The increased traffic impact on the Polish War Memorial Roundabout has not been quantified and therefore any associated highway improvement works cannot be properly assessed at this stage. In the event that this application is approved, the Highway Engineer recommends that the requisite traffic impact assessment and any off-site highway works reasonably required by the Council should be secured by a S106 legal agreement. The methodology and timescale of the traffic studies would need to be agreed with the Council, in order to assess the impact of left turn traffic emanating from the site on the Polish War Memorial roundabout.

In the event that such studies indicate that there will be additional traffic movements at the Polish War Memorial roundabout (resulting from the newly created left turn only egress), which will have the result that the junction of West End Road and the Polish War Memorial roundabout traffic movements exceeding in aggregate a safe operating capacity, the applicant would be required to liaise with the Council in order to agree a scheme for appropriate highway improvements and fund the cost of installing such improvements.

PARKING

The exiting on-site car parking, with a capacity of 322 spaces will be reconfigured to provide a total 285 car parking spaces on-site. Considering the changes required to the access and parking layout and that the rear car parking area will not be marked out, the actual number of on-site car parking capacity would be reduced by approximately 11%. The reconfigured on-site parking will be provided in a formally laid out car park at the front to provide 125 spaces and 160 spaces be provided at the rear of the site, utilising the training area, with protective mats placed to cover the playing surface, when that area is used for parking.

The Highway Engineer recommends that the front car park should be made available for all of the games and the rear car parking area should be made available at least for tier 1 and 2 games. This can be secured by a parking management plan, which should include a pre-booking system.

In addition to the on-site parking, the applicant also intends to continue the use of Stonefield parking area as an off site overflow car park for Tier 1 games. This it is suggested has the capacity to provide up to 500 car parking spaces. However, this is not a formal arrangement and the use of this off site parking is subject to agreement the London Borough of Hillingdon, who own the site.

TRAVEL PLAN/PUBLIC TRANSPORT

A draft travel Plan has been submitted in support of this application, which identifies the various measures proposed as part of the application to encourage sustainable patterns of movement.

Amongst the measures proposed are:

- Specific provision is made for the operation of vehicular coaches and the enhanced operation of taxis through the provision of a designated taxi drop-off/pick up point within the proposals.
- In order to promote further use of public transport, apart from enforcing a prepay on-site

parking rule for Tier 1 and 2 matches, the applicant will issue advice through their clubs, make available through various forms of media the available public transport options, the proximity of the ground to public transport stops and stations and enforcement of no on street parking in close proximity of the ground and especially in adjoining residential streets

- A shuttle bus service is proposed to operate between Ruislip Rail Station and the GAA ground for the tier 1 games only.

The area is served by public transport with the E7 bus running every 12 minutes seven days a week with the southbound stop at the Polish War Memorial and the northbound stop opposite the site on the West End Road. South Ruislip Network Rail Station is located a 12 minute walk away from the application site. The Central Line Underground serves South Ruislip Station also.

The applicants submit that relatively recent surveys indicate that walking distances to rail and underground stations are not a deterrent to spectators using public transport, whilst the internal arrangements for parking and access are a significant improvement to the safety of pedestrians.

TfL has commented that given that the majority of main events are taking place on Sundays, when the route E7 runs with a reduced frequency, the applicant is required to provide a Mode Share Assessment, to assess TfL's concerns over whether sufficient bus capacity is being provided for on Sunday. The applicant has responded that the travel survey undertaken in May 2014 indicated that 59% of attendees used public transport. Of this number, it is estimated that only 5% travelled by train/tube via the Piccadilly and Metropolitan lines to Ruislip Station, which is the starting point for Route E7. The other 95% used the Central Line to South Ruislip Station, and walked from that station. It is therefore unlikely, the applicants conclude, that the numbers using Ruislip Station/E7 bus will ever represent a significant part of the total attendance, given the proximity of South Ruislip station to the grounds. Nevertheless the applicant has provided a Mode Share Assessment based on the current split between the two train stations, and taking account of the frequency of E7 bus trips, and of tube/train frequency to South Ruislip Station.

The Highway Engineer considers the shuttle bus service acceptable in principle, subject to the Local Operators Licence being secured. The Highway Engineer recommends that the shuttle service should be extended to cover all of the main events i.e. tier 1, 2 and 3 games. This should be specifically covered within the S106 agreement.

TfL has also requested a delivery and servicing plan (DSP), a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP). The CMP and CLP would be required to identify efficient, safe and sustainable arrangements to be employed at each stage of implementation to reduce and mitigate impacts of freight vehicle movements arising from the scheme, including impacts on the expeditious movement of traffic, amenity and highway safety. These plans should accord with TfL guidance and are secured through the s106 agreement.

Conclusion:

In the light of paragraph 215 of the NPPF, with the proposed mitigation measures, the impacts are not considered to be demonstrably severe for the development. As such no objections are raised on traffic generation grounds, subject to the recommended conditions and transport and highways obligations, including the implementation of a Travel Plan being covered within the S106 Agreement. Accordingly, it is considered the proposed

development accords with relevant transportation policies in the Local Plan, London Plan and the aspirations of the NPPF.

7.11 Urban design, access and security

Issues in relation to urban design and access have been covered elsewhere in this report.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

The Design & Access Statement which accompanies this application refers to relevant guidance having been used to inform the design of this proposal, including Sports England specifications; and preliminary discussions with the GLA Access Officer. The following are the key components of the Accessibility Statement:

- A new dedicated pedestrian entrance
- A designated pedestrian pathway is provided directly to the proposed turnstiles
- Accessible parking provision located immediately in front of the entrance to the existing clubhouse.
- A setting down area includes dropped kerbs, with clear space for tail loading
- Circulation within the grounds: Maximum gradient across the site is 1 in 60.
- At the turnstile area a separate 1.2m wide pedestrian gate will be provided for wheelchair users
- All pedestrian walkways are to be minimum 1.8m wide and will be segregated from vehicular traffic.
- Drop kerbs have been provided at all applicable points in the main proposed car park
- Viewing areas for wheelchair users: Covered viewing areas for wheelchair users have been provided in both the main stand and on the northern terrace offering a choice of views for such spectators
- Four viewing spaces are provided at the front of the main stand where a super-riser, accessed via a ramp, will be provided on the west side of the main tunnel at the centre of the pitch. The viewing area on the northern terrace will consist of a covered hut adjacent to the camera platform provided there and will be accessed via the path that is proposed to run behind the northern terrace
- Beneath the main stand would be accessible toilet facilities spectators, as well as areas for players and officials which are accessed internally. The gym is accessed directly from the road to the rear via a double door, and the building is designed to allow disabled people to fully access the building and use the gym
- The evacuation of disabled people is designed in accordance with BS 9999:2008. Three emergency routes to the front pathway would be possible for disabled people, including their swift evacuation from the gym and changing rooms
- A 'Changing Places' cubicle has also been incorporated into the design.

The facilities are considered to be satisfactory from an accessibility standpoint. Notably, the Council's Access Officer has raised no objection to the proposals. The scheme is therefore considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.13 Provision of affordable & special needs housing

Considerations relating to affordable and special needs housing are therefore not relevant to this proposal.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

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. Saved policy OL26 seeks the protection and enhancement of trees, woodland and landscape features. Policy EM2 seeks to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains.

The submitted Landscape Masterplan indicates new planting within the car park and at the eastern end of the site. Planting is to include 46 No. specimen trees, low level evergreen groundcover shrubs and a palette of mixed native under-storey shrubs.

Due to regulations that determine the width of the pitch, coupled with other design requirements such as providing access for emergency vehicles to the eastern end of the grounds, the applicants have submitted that there is limited space available for planting on the northern and southern boundaries. In addition, screen planting on the northern side would risk overshadowing of the southern facing gardens in Masson Avenue. Nevertheless, the applicant is willing to enter into agreements with individual householders who would like to see screen planting at their rear fence line.

The tree and Landscape Officer raises no objections, subject to relevant landscape conditions to ensure that the proposals preserve and enhance the character and appearance of the area, in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Hillingdon's Local Plan: Part 1 "Strategic Policies" (adopted November 2012) EM2 (Green Belt, Metropolitan Open Land and Green Chains), EM3 (Blue Ribbon Network), EM7 (Biodiversity and Geological Conservation) and EM8 (Land, Water, Air and Noise) deal with ecological issues.

Saved Policy EC2 of the Local Plan Part 2 seeks the promotion of nature conservation interests. Saved Policy EC3 requires proposals for development in the vicinity of sites of nature conservation importance to have regard to the potential effects on such sites on changes in the water table and of air, water, soil and other effects, which may arise from the development. Regarding the creation of new habitats, Saved Policy EC5 of the Local Plan seeks the retention of certain on-site ecological features, enhancement of the nature conservation and ecological interest of sites or create new habitats.

Policy 7.19 of the London Plan states that the planning of new development and regeneration should have regard to nature conservation and biodiversity and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

The current use and management regime of the site as a playing pitch reduces the likely harm on protected species, as the existing playing pitch and surrounding areas are unlikely to provide suitable shelter or habitat for hibernating animals. However, the additional tree planting proposed will contribute towards the promotion of nature conservation interests in the area, in compliance with relevant policies.

Although there are limited ecological impacts, the development should aim for a net improvement in biodiversity, in accordance with the National Planning Policy Framework. A condition requiring the submission of an ecological enhancement scheme is therefore recommended. Bat boxes, bird boxes and living walls could all be considered alongside specific wildlife improvements within the landscape proposals. The north-eastern boundary of the site 'behind' the access road could be considered for specific wildlife improvements.

It is considered that subject to the above mentioned condition, the the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area, in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 40% improvement on building regulations. Parts C, D of the policy require proposals to include a detailed energy assessment. The 2011 London Plan now requires major developments to demonstrate a 35% reduction from a 2013 Building Regulations compliant development.

A Sustainability Statement was initially submitted in support of the application, which demonstrates that the proposed development will comply with the Part L2A 2010, and the energy strategy has confirmed that the minimum 40% in carbon reduction against Building Regulation 2010 will be exceeded.

The GLA has requested that further information be submitted in respect to energy, as the report does not relate to 2013 Building Regulations. Nevertheless, the Council's Sustainability Officer considers that this can be addressed through an appropriate condition as there is sufficient information within the Energy report to demonstrate that a likely solution is available.

In response to the GLA's comments, the applicants have submitted an Energy Report Addendum, which confirms that the proposed development will achieve 35% carbon reduction against Part L2013. Therefore the applicant submits that all comments from the GLA Stage 1 report letter have been addressed and mitigated. In addition, details of the proposed mounting system for PV panels on the southern facade of the stand have been submitted.

The Council's Sustainability Officer raises no objections to the proposed development subject to a condition requiring an energy assessment demonstrating the development can meet the requirements of Policy 5.2 by reducing Co2 emissions by 40%. The assessment shall include the baseline energy demand and related carbon emissions, energy efficiency measures and details of the renewable energy technology to be used.

Subject to this condition it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (Adopted Nov 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Saved Policies OE7 and OE8 of the Local Plan Part 2 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

A Flood Risk Assessment FRA and revised FRA have been submitted with this application. The revised FRA concludes that no part of the site is in Flood Zone 3A. The revised Flood Risk Assessment outlines a Surface Water Management Plan, which has been taken account of in the scheme design.

The attenuation design as submitted in the planning application includes for surface water attenuation from all new hard surfaces which are the subject of the planning application, including the extended area to the east of the main carpark, new roads and paved areas, the roof of the proposed stand, and the stand itself. All drainage pipes within the main pitch are slotted land drains and will allow a degree of soil infiltration.

Certain SUDS measures are not feasible on the site. For example there is insufficient space on site for filter strips or swales. In addition measures such as impermeable pavements or soakaways are not feasible, due to the nature of the soil on the site. In relation to the existing development areas, the scheme includes a 30m³ rainwater harvesting tank for the existing clubhouse.

Surface water from new hard surfaces will be attenuated and released at a controlled rate of 8.6 l/s to the Yeading Brook. The storage capacity in the attenuation tank has now been increased to 688 m³ which is the minimum recommended capacity for a 1% AEP storm event in the London Plan. This storage volume is in excess of that required in the revised Flood Risk Assessment, which calls for provision of a minimum of 611m³ of storage.

Following the submission of the additional information, demonstrating the site is not at risk from flooding, the Flood and drainage Officer confirm that the proposals are acceptable subject to a condition requiring a scheme for the provision of sustainable water management following the follows the strategy set out in Flood Risk Assessment

Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

Saved Policies OE1 and OE3 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. There are no limitations to the hours of use of the current sporting facilities. However, the effects of floodlighting and noise associated with a more intensive use of the site on residential amenity are matters for consideration. The issue of floodlighting has been dealt with elsewhere in this report.

A noise assessment, including the results of a noise survey has been submitted in support of this application. The assessment notes that there are no proposals to increase the

number of matches at this venue, whilst the largest concentration of people will be at the southern side of the ground in the proposed stand, which is located over 100 metres from the nearest residential property.

The low height terrace along the northern side of the pitch has now been reduced from 3 tiers high to one tier. The Council's Environmental Protection Unit initially raised concerns regarding noise outbreak from this terrace, as at 3 tiers, spectators would be elevated and although the patrons would be facing away from the gardens, there would be no barrier (save for a railing) to reduce noise to residents in Masson Avenue. At 1 tier, spectators would only be approximately 300 mm above ground level. In addition the applicant has agreed to limit the use of the northern terrace to Tier 1 and 2 games only. This is secured by condition.

Traffic to the proposed development would utilise the existing access of West End Road, but with an amended internal layout. Losing the vehicular access track along the northern boundary with a replacement track to be provided along the southern boundary instead, will result in any vehicular movement being moved further away from the Masson Avenue properties. This would result in the occupiers of surrounding properties suffering less noise and disturbance from vehicular traffic, compliance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Subject to conditions requiring a scheme which specifies the provisions to be made for the control of noise emanating from the development (including control of PA systems) and controlling use of the northern terrace, it is not considered that adverse noise or impacts are likely from the site, in accordance with Policy OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

AIR QUALITY

An air quality assessment has been conducted to determine whether the ground improvements at the GAA Ground will have any impact on the air quality of the area.

The impacts on air quality as a result of construction of the proposed development are likely to be limited to impacts from dust from construction activity and emissions from construction traffic. Impacts on sensitive receptors are expected to be negligible, provided that good practice regarding the minimising of the impact from construction dust as detailed in recent guidance is adhered to. Assuming the adherence to this guidance, it is considered unlikely that the nearest sensitive receptors will experience significantly adverse negative impacts as a result of construction dust, or from the re-suspension of road dust from construction traffic.

In terms of the operational phase of the development, since there will be no CHP plant proposed, nor is there an increase in daily traffic flows, it has been demonstrated that the proposed development will have a negligible impact on air quality for occupiers of existing local residential properties.

As a consequence of the proposed development, there will not be a significant increase in pollutant concentrations and therefore mitigation is considered to be necessary, other than those measures routinely used to control construction dust, as detailed in the air quality assessment. These measures are secured by condition.

7.19 Comments on Public Consultations

The issues raised by local residents have been addressed in relevant sections of this report, or by way of condition, or planning obligation, or are not material planning considerations.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations 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. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

- (i) The applicants meet the full costs in connection with the design and implementation of a scheme of off site highway improvements, to be subject to a Section 278 agreement, including improvements to the access and keep clear markings on West End Road
- (ii) Submission of a Green Travel Plan outlining means and methods of reducing private transport use and the promotion of other sustainable forms of transport, including the shuttle bus service and a bond
- (iii) Submission of a delivery and servicing plan (DSP), a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) in accordance with London Plan and TfL guidance
- (iv) Traffic studies, in order to assess the impact of left turn traffic emanating from the site on the Polish War Memorial roundabout, to agree a scheme for appropriate highway improvements where necessary and contributions towards the cost of installing such improvements
- (v) Project Management & Monitoring Fee: 5% of total cash contributions (if cash contribution (required as result of the above).

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

ENVIRONMENTAL ISSUES

A Geotechnical report has been submitted in support of the application. The purpose of the works was to:

- i. assess ground and groundwater conditions prevailing at the site; and
- ii. provide information to assist others in undertaking design of foundations, ground floors, road pavements and soakaways.

The ground investigation confirmed the underlying soils to comprise a variable thickness of made ground, overlying London Clay Formation deposits. Seepages of groundwater were recorded from depths of between some 5m to 8m below ground level. Monitoring of standpipes indicates the groundwater surface lies around 1m below ground level. The soils of the London Clay Formation exhibited a negligible infiltration rate and as such, are not

considered to be suitable for discharging water to the ground via soakaways.

The Environmental Protection Unit notes that the site is not on any potentially contaminated land. In terms of the proposed bore hole, as the site does not appear to be on water bearing rocks, the applicants must be going fairly deep for the ground water. However, the borehole is not going through potentially contaminated land and is therefore not a concern.

A condition requiring imported soils to be clean and free from contamination is recommended in order to ensure that the users of the development are not subject to any risks from soil contamination.

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

Not applicable.

10. CONCLUSION

The proposal represents an upgrading of an existing but appropriate use, which will not have a materially adverse effect on the visual amenity and open character of the Green Belt.

The applicant has demonstrated a need for upgrading the existing sports facilities, which are in accordance with relevant Government guidance and local development plan policy.

It is not considered that the residential amenities of surrounding residents, flooding or the ecological/nature conservation value of the area will be adversely affected by the proposals,

Subject to conditions addressing the access and parking layout issues, a cap of maximum attendance, operation of the proposed traffic signals on-site, together with the issues relating to a traffic impact assessment and off-site highways works and Travel Plan, (including the shuttle bus service) to be covered within the s106 agreement, it is considered that highway issues have been satisfactorily addressed.

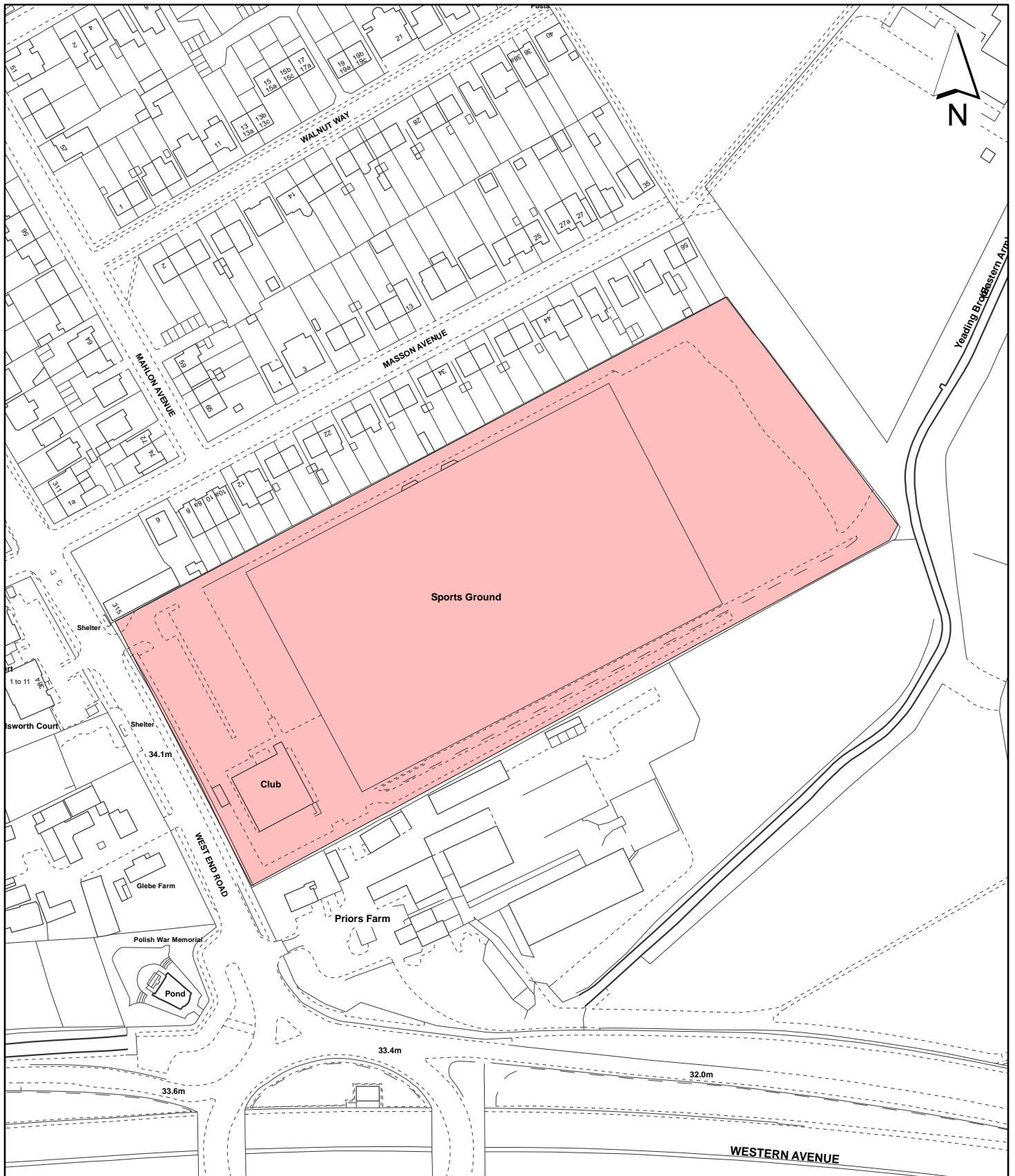
Accordingly approval is recommended.

11. Reference Documents


- a) The National Planning Policy Framework (March 2012)
- (b) Hillingdon Local Plan Part 1 Strategic Policies.
- (c) Hillingdon Local Plan Part 2 Saved UDP Saved Policies (November 2012)
- (i) Supplementary Planning Document Accessible Hillingdon
- (j) Supplementary Planning Guidance Community Safety by Design
- (k) Supplementary Planning Guidance Air Quality
- (l) Supplementary Planning Guidance Noise
- (m) Supplementary Planning Guidance Planning Obligations
- (n) London Plan (2011)

Contact Officer: Karl Dafe

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Notes

 Site boundary

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Site Address

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**LONDON BOROUGH
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**Residents Services
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

24373/APP/2014/1946

Scale

1:2,000

Planning Committee

Major

Date

January 2015



HILLINGDON
 LONDON