

Report of the Head of Planning, Sport and Green Spaces

Address MOUNT VERNON HOSPITAL RICKMANSWORTH ROAD NORTHWOOD

Development: Erection of a single storey detached building for use as a skin care unit.

LBH Ref Nos: 3807/APP/2017/741

Drawing Nos: Design and Access Statement
6650_102 Block Plan
6650_103 Existing Site
6650_104 Existing Elevations
6650_106 Roof Plan
6650_107 Proposed Elevations
6650_108 Proposed Long Elevations
6650_109 Internal layout
6650_110 Proposed Sections
Skin Centre Parking Arrangements
6650_101 Location Plan
Letter dated 28/2/2017
Access and Inclusion Statement dated February 2017
Aerial Photo Block C pre demolition
C Block Photos
C Block footprint
6650_105B
Statement of Community Involvement
Transport Assessment
Clinical Justification - dated 12 Oct 2016
Landscape Strategy dated Feb 2017
Ecological Appraisal Report dated 28/02/17
Elementa Energy Strategy Report Rev 1 dated Feb 2017
Planning Statement
Glanville Surface Water Drainage Strategy (Issue 2)
Arboricultural Impact Assessment 08-12-2016

Date Plans Received: 01/03/2017 **Date(s) of Amendment(s):** 28/02/2017

Date Application Valid: 02/03/2017 29/03/2017

21/04/2017

01/03/2017

30/03/2017

1. SUMMARY

This application seeks full planning permission for the construction of a single storey detached building for use as a skin care unit on the site of an open car park, located on the northern edge of Mount Vernon Hospital. The application site is designated as Green Belt.

5 replies have been received supporting the proposal. One response has been received raising concerns over construction impacts. In addition, a petition bearing 456 signatures and 75 individual circular e-mails have been received in support of the application.

Officers consider that the benefits, when weighed against the drawbacks of the proposed

development are significant and therefore very special circumstances have been demonstrated on grounds of clinical and locational need and that this would outweigh the harm to the Green Belt, in accordance with the National Planning Policy Framework (2012). The Mayor shares this view and has stated that there are very special circumstances that exist to justify the development proposed. The proposal is therefore considered acceptable in principle.

It is not considered that the proposed development would result in a significant increase in the built up appearance of the site, or result in a reduction in the openness of the Green Belt, having regard to the modest height of the building and the previously developed nature of this part of the hospital grounds. The proposal is therefore considered acceptable in terms of its impact on the Green Belt.

The Skin Centre building will compliment the design and materiality of the new Treatment Centre, in order to add an element of cohesion to this fragmented hospital site.

The car parking arrangements on the wider hospital site will strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking for patients, staff and visitors to the hospital.

It is considered that the scheme can satisfactorily address highway, noise, ecological, drainage and flood related issues, demonstrates appropriate mitigation and adaptation to climate change.

Accordingly, approval is recommended, subject to appropriate conditions.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three 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

6650_101 Location Plan
6650_102 Block Plan
6650_105B Site Layout
6650_106 Roof Plan
6650_107 Proposed Elevations
6650_108 Proposed Long Elevations
6650_109 Internal layout
6650_110 Proposed Sections
01 Skin Centre Parking Arrangements
Letter dated 28/2/2017

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), the London Plan (2016) and the NPPF.

3 COM5 General compliance with supporting documentation

The development hereby permitted shall be completed and/or put in place in accordance with the following supporting plans and/or documents:

Access and Inclusion Statement dated February 2017
Arboricultural Impact Assessment 08-12-2016

Thereafter the development shall be retained/maintained in accordance with these details 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), the London Plan (2016) and the NPPF.

4 COM7 Materials (Submission)

Prior to construction above ground level, details of all materials and external surfaces shall be 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:

- (i) fenestration and doors
- (ii) refuse enclosure and mechanical and electrical plant compound
- (iii) boundary walls and railings
- (iv) comprehensive colour scheme for all built details
- (v) make, product/type, colour and photographs/images.
- (vi) solar panels

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 and OL1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2016 (or any order revoking and re-enacting that Order with or without modification), the building shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies OL1 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised

by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 COM29 No 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

(i) To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and

(ii) To protect the ecological value of the area in accordance with Policy EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 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 following the strategy set out in the Surface Water Drainage Strategy by Glanville Consultants ref: CV8161321/DB/ES/004 dated February 2017.

The scheme shall clearly demonstrate how it:

1.) Manages Water: The scheme shall follow the strategy set out in the submitted Surface Water Drainage Strategy and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

Incorporation of sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change; overland flooding should be mapped, both designed and exceedance routes above the 1 in 100 plus climate change, including flow paths, depths and velocities identified, as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors:

- i. Capacity and functionality (i.e. provision of a survey) of the receiving surface water network
- ii. identify vulnerable receptors, ie Water Framework directive (WFD) status a

2) Long Term Management and Maintenance of the drainage system.

Provide a management and maintenance plan of arrangements to secure the operation of

the scheme throughout the lifetime of the development. This should include appropriate details of inspection regimes, appropriate performance specification and remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that would be required.

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 (2016), the National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

9 COM26 Ecology

Prior to the commencement of development, a scheme for the creation of biodiversity features and enhancement of opportunities for wildlife, based on the recommendations set out in the Preliminary Ecological Appraisal Report ref:2688.F0 dated 28th February 2017, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include and detail of measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living roofs. The development must proceed in accordance with the approved plans.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Part 1 Policy BE1 of the Local Plan, Policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.19 of the London Plan (2016).

10 COM27 Traffic Arrangements - submission of details

The development hereby permitted shall not be occupied until the 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, closure of existing access and means of surfacing) shown on site layout plan 6650_105B 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. One disabled parking bay shall be a minimum of 4.8 metres long by 3.6 metres wide. One of the parking spaces shall be served by an electric charging point.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policies AM7, AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

11 NONSC Travel Plan

Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall comply with the current Hospital Travel Plan secured by condition 16 of planning permission ref: 3807/APP/2008/2548 dated 26-11-08 (as amended by

Hillingdon Green Travel Action Plan - Appendix 5 of the Transport Statement Ref: ITR.MT.4954.TA.2 dated February 2017). The updated Travel Plan shall be implemented and reviewed in accordance with the details contained therein for a minimum period of 5 years.

REASON

In order to limit the number of single person car journeys to the site in the interests of sustainability and to accord with Policy of the London Plan 2016.

12 NONSC Parking Strategy

A Car Parking Management Strategy (CPMS) shall be submitted to and approved in writing by the Local Planning authority prior to development commencing. The strategy shall include details on how car parking will be managed during the construction period and thereafter. The strategy shall include the programme of construction and timing for the removal of car parking spaces. The additional replacement car parking on the hospital site shall be reopened on a phased basis according to demand. As identified on the Skin Centre Parking Arrangements Plan No. 01, the Outpatients Building Car Park (28 spaces) shall be reopened prior to the occupation of the New Skin Centre building. The Oliver Scott Building car park (49 spaces) shall only be reopened with the agreement of the Local Planning Authority.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

13 NONSC Waste Management

No development shall take place until details of a Refuse Management Strategy for the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. Thereafter the operation of the site shall be in full accordance with the approved Refuse Management Strategy.

REASON

To promote and ensure appropriate and sustainable management of waste arising from the development in accordance with Policy 5.17 of the London Plan (2016).

14 COM30 Contaminated Land

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, 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 soils used for landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (2012).

15 NONSC Energy Assessment

Prior to commencement of development full details of the specification and location of the low and zero carbon technology set out in the energy strategy (P16-105 - Energy Strategy Report, Elementa) shall be submitted to and approved in writing by the Local Planning Authority. The details relating to the photovoltaic panels must be accompanied by a roof plan showing their inclusion. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2 (2016).

16 COM10 Tree to be retained

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

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

REASON

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

17 COM8 Tree Protection

The measures to protect retained trees shall be completed in accordance with the details set out in the submitted Arboricultural Impact Assessment dated 08-12-2016. 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 in writing to the Local Planning Authority for approval prior to commencement of the development hereby approved. 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).

18 COM9 Landscaping (car parking & refuse/cycle storage)

Prior to construction above ground level, a landscape scheme shall be 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.b 12 secure and covered cycle storage spaces
 - 2.c Means of enclosure/boundary treatments
 - 2.d Hard Surfacing Materials
 - 2.e Details of 6 parking spaces being displaced through the development

- 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 surfacing/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

- 1. 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 (March 2015)

- 2. 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.

19 NONSC Noise

The rating level of noise emitted from plant and/or machinery at the development shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

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).

20 OM19 Construction Management Plan (CMP)

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

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

21 NONSC Delivery & Servicing plan (DSP)

A delivery and Servicing Plan (DSP) shall be submitted to and be approved by the Local Planning Authority, prior to the occupation of the the development hereby permitted. The plan shall be implemented as approved.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties, to safeguard the amenity of the Green Belt and to ensure that pedestrian and vehicular safety is not prejudiced, in compliance with Policies OE1, OL1 and AM7 of of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1 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).

2 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 (March 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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
OE1	Protection of the character and amenities of surrounding properties and the local area
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
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.14	(2016) Freight
NPPF	National Planning Policy Framework
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature

- LPP 7.2 (2016) An inclusive environment
LPP 7.3 (2016) Designing out crime
LPP 8.3 (2016) Community infrastructure levy

3 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).

4 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.

5 I14 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;
The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

6 I14C Compliance with Building Regulations Access to and use of

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 and 8.

7 115 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.

8 118 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

9 16 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.

10

All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.

11

The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

12

The Ash trees should be monitored for any symptoms of Chalara fraxinea (Ash Dieback). If symptoms are suspected, or found, Forestry Commission advice should be followed, available on the FC website <http://www.forestry.gov.uk/chalara>

13

New planting should seek to enhance biodiversity, by including species of known value to wildlife which produce berries and / or nectar.

14

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 to take steps to address barriers that impede disabled people.

2. Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

3. Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

4. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

5. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

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

7. 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 to take steps to address barriers that impede disabled people.

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10. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

15

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

3. CONSIDERATIONS

3.1 Site and Locality

The Site is approximately 0.933 ha in area and is within the Mount Vernon Hospital grounds. It is located to the north of the hospital's main buildings.

The hospital itself is north west of Northwood and adjoins the A404 which forms the eastern boundary to Mount Vernon Hospital.

The whole of the Mount Vernon Hospital site is designated within the Metropolitan Green Belt. The site is currently used as a car park associated with the hospital, however, previous to this, the site comprised a cluster of dilapidated predominantly single storey buildings known as C Block, which were demolished in 2008. The site is considered to fall within the definition of previously developed land.

The application site is bounded to the north by a line of trees, beyond which are agricultural fields, a small area of residential development and a public house. Adjacent to the east of the site lies Rickmansworth Road, and beyond this is the urban area comprising the residential area of Northwood. Beyond the developed area of the Mount Vernon Hospital site are a number of agricultural fields, a Virgin Active Sport facilities and a pre-school nursery.

To the south of the application site are further buildings that form part of the hospital complex, including the new treatment centre.

The site is located within flood risk 1 and is therefore assessed as having a less than 1 in 1,000 annual probability of flooding (<0.1%).

The site is served by public transport in the form of limited bus services that travel along

Rickmansworth Road and therefore has a low Public Transport Access Level (PTAL) of 1b on a scale of 1 - 6 where 6 represents the highest level of accessibility.

The site has three points of access including those from Rickmansworth Road to the north east and White Hill from the west.

3.2 Proposed Scheme

This application seeks full planning permission for the construction of a single storey modular flat roofed detached building on the existing surface level car park to the north of the Treatment Centre, for use as a skin care unit, with a gross internal floor area of 1,184 m². The new centre will offer a comprehensive service integrating appropriate elements of plastic surgery, maxillofacial surgery, allergy and dermatology.

The single storey building would have an 'L' shaped footprint and would have a fairly functional appearance. The design of the proposed development will be in keeping with the more recent developments at Mount Vernon Hospital. The material will include brickwork, cladding, metal and timber louvres.

A 10sqm fenced compound for refuse storage will be located to the rear of the building. In addition, a mechanical and electrical plant compound is proposed to provide adequate heating/cooling plant as detailed in the environmental report.

The applicant has submitted a number of reports in support of the application. These are briefly summarised below:

- Planning Statement

The Planning Statement assesses the proposed development against relevant statutory tests and policies in the statutory development plan, having regard to other relevant material planning considerations.

- Design and Access Statement

This statement describes the main components of the design and layout of the scheme and the provisions for inclusive access.

- Statement of Community Involvement (SCI)

This statement sets out the process of community engagement by the applicant prior to submission of the planning application. The SCI outlines and discusses the consultation process, including stakeholder feedback and conclusions.

- Clinical Justification

A statement has been provided to demonstrate Very Special Circumstances on the basis of clinical need.

- Landscape Strategy

The Landscape Strategy report sets out the proposed approach and methodology for the preparation, planning and maintenance of new landscaping in relation to the new skin centre.

- Ecological Appraisal

The appraisal concludes that based on the evidence obtained from the ecological survey work and with the implementation of the recommendations and measures set out in this report, following mitigation, any ecological designations, habitats of nature conservation

interest or protected species would not be significantly adversely affected by the proposed development. Furthermore, the recommended enhancement measures should provide benefits to biodiversity at the site in the long term.

- Energy Strategy Report

The purpose of this report is to establish the most appropriate passive design, energy efficient measures and local (on-site or near-site) low or zero carbon (LZC) energy source/s for the development.

- Surface Water Drainage Strategy

The drainage strategy demonstrates that surface water can be managed on site.

- Arboricultural Impact Assessment

The report concludes that no trees of any particular landscape or environmental significance are proposed for removal. Protection measures have been specified to protect the Root Protection Areas of all retained trees, apart from where excavation will be required for building foundations within the root protection area of one tree (T6).

- Access and Inclusion Statement

The statement explains the technical and legislative requirements with respect to access and inclusion and describes how the design of the building will comply with these obligations.

- Transport Statement

This statement considers the transport issues arising from the proposal. It concludes that the proposal will result in a slight increase in traffic movements. However, such an increase will be marginal with the majority of trips being redistributed from elsewhere within the Mount Vernon Hospital site.

Green Travel Plan Addendum

This addendum has been produced for the Mount Vernon Hospital site. Its aim is to reduce the impact of travel to and from the site and in particular to reduce the number of single person car journeys.

3.3 Relevant Planning History

3807/APP/2008/2548 Mount Vernon Hospital Rickmansworth Road Northwood
CONSTRUCTION OF TEMPORARY CAR PARK WITH ACCESS ROAD & LANDSCAPING

Decision: 26-11-2008 Approved

Comment on Relevant Planning History

Following the demolition of the Burn Unit buildings, planning permission was granted on 26 November 2008 for a temporary car park comprising 128 spaces and an access road. This proposal included the closure of an existing temporary car park located on another part of the hospital complex. (Ref:3807/APP/2008/2548)

The most recent built development on the hospital site is the £13 million Treatment Centre which was granted planning permission on 06 October 2004 (Ref. 3807/APP/2004/2046).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management

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.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC3 Potential effects of development on sites of nature conservation importance
- OE1 Protection of the character and amenities of surrounding properties and the local area
- 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
- 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
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction

LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.14	(2016) Freight
NPPF	National Planning Policy Framework
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 8.3	(2016) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th April 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised as major development under Article 15 of the Town and Country Planning (General Development Procedure) Order (England) 2015 and 66 neighbours were consulted, including the Northwood Residents' Association. 5 replies have been received supporting the proposal. One response has been received raising concerns over construction impacts and the potential relocation of the bus stand.

In addition to the above, a petition bearing 456 signatures and 75 individual e-mails have been received in support of the application.

GREATER LONDON AUTHORITY (GLA)

The Mayor considers that the application complies with the London Plan for reasons set out in paragraph 36 of the Stage 1 Report. Pursuant to article 5(2) of the Order, the Mayor does not need to be consulted again and your Council may therefore proceed to determine the application without further reference to the GLA.

STAGE 1 REPORT (SUMMARY)

London Plan policies on Green Belt, social infrastructure, urban and inclusive design, sustainable development and transport are relevant to this application. The application complies with the London Plan, and the conditions set out below need to be secured.

- Land use: health care facility on previously developed land in Green Belt - very special circumstances do exist which outweigh the harm that may be caused to the Green Belt. The proposal represents an opportunity to provide modern health care facilities within an established health care setting, which is supported.

- Design and inclusive access: The design of the building and use of the materials proposed are acceptable. Measures proposed in terms of inclusive design should be secured.

- Sustainability and climate change: No major concerns. However, the comments sent separately which require clarifications related to future proofing and details on the centralised plant room should be addressed and conditioned.
- Transport: No major concerns. However, issues discussed above in regard to provision of cycle parking and electric vehicle charging point, and submission of delivery, servicing and construction plans should be addressed and conditioned.

The Mayor does not need to be consulted again on this application.

TRANSPORT FOR LONDON (TfL) (Summary)

Site Description and Context.

The proposed new building is situated in the northern quadrant of the Mount Vernon Hospital Campus in Northwood. There is no Transport for London Route Network (TLRN) within the proximity of the site, however part of the Strategic Route Network (SRN) - A404 Rickmansworth Road forms the eastern boundary to Mount Vernon Hospital site. The site is also bounded to the north by a tree line, beyond which are agricultural fields, a small area of residential development and a public house.

There are four bus routes serving the hospital with stops within 250m of the site. Route 282 provides five buses per hour linking Northwood, Greenford and Ealing. Route 333 provides three buses per hour to Uxbridge to the west and Ruislip to the east. Route H11 provides links to Pinner and Harrow from the hospital. In addition, non-TfL bus route 8 provides a half hourly day time connection to Bushey, Watford and Abbots Langley in Hertfordshire. While there is no London Underground Station within walking distance to the site, bus routes 282, 333 and H11 all provide regular and frequent connection from Northwood Underground Station.

As a result, the site records a public transport access level (PTAL) of 1b, which is considered poor, on a scale of 1 - 6 where 1 is low and 6 is excellent.

Access

Access to the proposed skin centre will be from the existing three hospital accesses: Gates 1 & 2 are off Rickmansworth Road to the East, and Gate 3 is located to the West from White Hill. It is proposed that the entrance of the proposed building will be north of the treatment centre. Pedestrians can access the site via the existing pedestrian path along the eastern boundary of the Treatment Centre site.

Trip Generation and highway impact

The applicant has not provided a full trip generation and mode share assessment for the proposal; this is accepted in this instance given the relatively small quantum and nature of the proposal. It has however estimated the proposal would generate an additional 83 patient visits per day, plus 9 additional members of the staff to be transferred from the Hillingdon Hospital site. Given the relative small number of trips are to be generated, TfL therefore accepts that the proposal would not result in any significant highway and traffic impact to the SRN - A404 Rickmansworth Road and local highway network in the vicinity of the hospital.

Car parking

The new building will be constructed on the land of the existing 84 spaces car park, with six spaces to be retained/ relocated. This would result in a net loss of 74 car parking spaces to the entire hospital site. As such, the entire hospital site would provide a total of 879 car parking spaces post the completion of the proposal. TfL welcomes the reduction of over-all car parking provision within the hospital site. Parking surveys undertaken by the applicant have shown that currently, the peak usage of the car parking is approximately 750 cars during the AM peak period. Given that it is

expected that the proposed clinic would only generate an additional demand of 30 spaces, it is therefore considered that the existing provision would be sufficient and no further additional parking provision is needed. The applicant has however also made reference to an un-used car park which has 84 spaces within the site, which could be opened if demand is increased. Considering that the existing provision is already providing surplus capacity even after accommodate the parking demand from the proposal, TfL requests a condition be imposed restricting the hospital from re-opening of the car parking associated with the proposed clinic.

The transport assessment does not provide any details for the provision of electric vehicle charging points. The applicant should be required to provide at least one electric vehicle charging point (EVCP), to one of the parking space closest to the site. This is to meet the London Plan EVCP standard, in line with London Plan policy 6.13 'Parking'.

Public Transport Impact Assessment

Given the small increase of patient and staff trips generated by the development, TfL considers that there will be no significant impact to bus service capacity. As such, no financial contribution will be sought for mitigation purposes.

Cycle Parking

It is currently proposed that a total of 6 cycle stands for 12 cycles will be provided at space close to the proposed building north of the site. TfL considers this quantity is sufficient and meets the London Plan cycle parking standards; in line with London Plan policy 6.9 'cycling'. However, to meet "quality" guidelines, this facility should be secured and covered; a shower and changing facility should also be provided within the building to facilitate cycling. The submission of details and provision of these facilities should be secured by condition.

Walking

The proposal does not involve any significant change to walking routes within the hospital site. TfL is satisfied that the site can be safely accessed from the existing path/ walkway along the western boundary of the existing Treatment Centre adjacent to the site.

Travel Plan

It is understood that the hospital has an existing hospital travel plan from which the existing action plan has been included in this submission. TfL welcomes the applicant's commitment to up-date the plan to cover the proposed clinic. TfL further asks that Hillingdon Council to secure this by appropriate planning condition / obligation.

Delivery and Servicing

It is noted that servicing for the proposed clinic will be from an existing servicing area toward the western boundary of the site. It is also understood that the hospital does not implement a site wide delivery & servicing plan (DSP). In line with London Plan policy 6.14 'Freight', TfL therefore recommends that the hospital take this opportunity to implement a site wide DSP to improve servicing efficiency which also covers this proposal.

Construction Logistics

TfL expects that a construction logistics plan (CLP) for the proposal be submitted prior to construction commencing on site, and this should be secured by condition. This is line with London Plan policy 6.14 'Freight'. The CLP should be produced in accordance with TfL's CLP guidance; and in addition, due to the location and nature of the site, TfL requests details of safety measures, such as segregated walking/ cycling route to minimise risk of conflicts between construction vehicles and vulnerable road users, such as visitors, patients and staff to the hospital.

Community Infrastructure Levy

Since the proposal is for public health care use, no Mayoral CIL will be applied to this development.

Summary

In summary, TfL supports the proposal in principle; however the following matters should be resolved before the application can be considered fully compliant with the transport policies of the London Plan:

1. Provide an electric vehicle charging point to at least one of the parking spaces;
2. Secure the submission and approval of cycle parking details by condition;
3. Secure the update of the existing hospital travel plan to cover the proposed development
4. Secure the submission of Delivery and Servicing Plan and Construction Logistic Plan.

NORTHWOOD RESIDENTS ASSOCIATION

No response.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT (EPU)

The Environmental Protection Unit examined the application for planning consent and comment as follows:

Sound insulation scheme

A sound insulation scheme and acoustic report was not submitted in support of this application. The following conditions are therefore recommended:

- Scheme for control of plant/machinery noise
- Construction Management Plan including dust control measures.

The standard informative for control of environmental nuisance from construction work is recommended.

FLOOD AND DRAINAGE OFFICER

Recommendations: Condition - In accordance with submitted drainage strategy.

The site is located in Flood Zone 1 according to the Environment Agency Flood Maps. A Surface Water Drainage Strategy by Glanville Consultants ref:

CV8161321/DB/ES/004 dated February 2017 has been submitted with the proposal. The drainage strategy has adequately demonstrated that surface water can be managed on site. However some more information is needed.

Comments on the Planning Application: The Surface Water Drainage Strategy by Glanville Consultants ref:CV8161321/DB/ES/004 dated February 2017 shows that a suitable sustainable scheme can be provided on site.

The following are acceptable to the Council; A green roof has been included on Roof Plan 6650.106. This will offer additional amenity, biodiversity and air quality benefits. The roof area will drain to a soak-away located in the soft landscape areas. The drainage strategy considers infiltration of surface water on site to be feasible. An existing soak-away will be relocated to be at least 5m away from the proposed building. This will be extended to ensure the overall volume remains as existing.

An existing swale is to be removed and any connected pipework will be directed towards the soak-away. A photograph of this swale has been included in Appendix E. Paving will be made permeable with the proposed footway constructed of permeable material. The car park will be constructed with a porous sub-base. Gullies will drain surface water from the asphalt to the sub-base. The proposed

drainage methods have been included in Appendix D. With calculations detailing how a 100 year plus 30% storm can be accommodated on site are included in Appendix F. Additional information needed.

A management and maintenance plan of the SuDS needs to be provided.

URBAN DESIGN AND CONSERVATION OFFICER

This site is not in a sensitive location in terms of heritage assets. There are no objections to the design of the proposed new clinical building in principal, A condition requiring details of external materials, the green roof and details of the solar panels is required.

TREE AND LANDSCAPE OFFICER

This site is occupied by an existing car park and green open space in the north-west corner of the main car park and Treatment Centre, accessed off Rickmansworth Road. The open space contains a small copse of trees with a seating area. The site is bounded by a woodland edge to the north /north-west. There are no TPO's or Conservation Area designations affecting the site. The hospital is situated within the Metropolitan Green Belt - a designation which only permits development in very special circumstances.

Comment:

The development has been the subject of pre-application discussion. It is supported by a Design & Access Statement. Landscape and other environmental enhancements are described in section 7.0 of the D&AS. Landscape features will include various fences, permeable paving, tree planting, shrub planting around the building and a green roof.

A more detailed Landscape Strategy has been prepared by Gray Baynes + Shew. This includes an Arboricultural Impact Assessment by SJ Stephens, which confirms that most of the trees in the copse - to be removed - are poor 'C' quality trees with the exception of one ash specimen which is 'B' rated. Tree protection measures have been included. If the application is recommended for approval, landscape conditions will be required to secure the tree and landscape enhancements in accordance with saved policy BE38.

Recommendation: No objection subject to conditions COM8, COM9 (parts 1,2,3,4,5 and 6) and COM10.

HIGHWAY ENGINEER

General

An application has been received for construction of a new skin care centre on the grounds of the Mount Vernon hospital in Rickmansworth Road, Northwood. The new clinic would be located on the site of an existing car park with 86 parking spaces. Considering that the proposals include the creation of 6 parking spaces, the net loss of parking spaces would be 78 spaces.

Due to its extent, the hospital's grounds includes areas with PTAL ratings of 1a and 2, the higher value being achieved along the boundary with Rickmansworth Road (A404). A rating of 1 or 2 is considered poor and, in effect, public transport provisions are inadequate for a hospital of this size, with only three bus routes serving the site from the A404.

Comments

The proposed centre would be reached through existing access arrangements, so no concerns are raised with reference to proposed access.

The layout of the proposed parking and loading bays would provide sufficient manoeuvrability for vehicles accessing and exiting the parking spaces.

It is accepted that the proposed clinic will not result in a significant number of additional trips, as the clinic will be used to relocate existing services already provided elsewhere within the hospital.

The proposal would result in a net loss of 78 parking spaces. However, it is proposed to reopen existing car parks, currently closed, that would provide additional 84 parking spaces. Therefore the net impact of the proposal would be a gain of 6 parking spaces.

In light of the poor PTAL level for the site, it is considered that patients, staff and visitors will continue to rely on private transport for their trips to the hospital. As a result, the reopening of the car parks currently closed should be imposed as a condition to the planning consent. This would reinstate the current number of parking spaces and provide the necessary level of parking facilities.

The proposed number of bicycle storage is in line with current standards. The proposed storage should provide a covered and secure facility. Details of the proposed bicycle storage should be submitted to and approved in writing by the Council before commencement of works.

ACCESS OFFICER

The proposal seeks to construct a new single-storey building to accommodate a Multi-disciplinary Tertiary Skin Centre to provide a patient centred high quality clinical environment. The Skin Centre Has been designed to include key elements of accessibility and inclusion, however, the following issues should be addressed as part of this planning application:

- 1) Approved Document M to the Building Regulations and British Standard 8300:2009, both state that a baby changing facility should not be installed within an accessible toilet facility. The facility annotated "Disabled WC & Baby Changing 5.6 sqm" on plan should therefore be a dedicated facility for use by disabled patients.
- 2) A baby change/feeding room should be provided in a separate cubicle.
- 3) An additional accessible toilet shown on plan appears to be too small and features an inward opening door which would be incompatible with the Building Regulations and current accessibility guidance. Further details should be provided on the design rationale, or plans amended accordingly
- 4) The new facility appears to lack a suitable facility to allow wheelchair users and other disabled people with complex multiple disabilities to get changed in preparation for hospital treatment. The facility should include a height adjustable 'changing table' and an H-frame hoist.
- 5) The bathroom (12 sqm) should be designed as a 'Changing Places ' facility, or designed to be accessible to wheelchair users and especially those with complex personal care requirements. There would be entirely appropriate to incorporate the facilities referred to in point 4 above.

Recommended Informatives

1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
3. 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. Conclusion: revisions to the proposal should be made prior to any approval.

(Officer Note: Amended plans have been received addressing the Access Officer's comments).

SUSTAINABILITY OFFICER

Energy

The energy strategy is broadly acceptable but further details are required prior to starting development. The following conditions are therefore recommended:

Condition

Prior to commencement of development full details of the specification and location of the low and zero carbon technology set out in the energy strategy (P16-105 - Energy Strategy Report, Elementa) shall be submitted to and approved in writing by the Local Planning Authority. The details relating to the photovoltaic panels must be accompanied by a roof plan showing their inclusion. The development must proceed in accordance with the approved details.

Reason

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

Ecology

The development site contains features of ecological interests. The following condition is necessary to ensure protection of these features and enhancement of the urban area.

Condition

Prior to the commencement of development a scheme for the creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must proceed in accordance with the approved plans.

Reason

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Local Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) states that the local planning authority will regard proposals for new health services as acceptable in principle subject to other relevant adopted policies. Policy 3.17 'health and social care facilities' of the London Plan (2016) states that the Mayor will support the provision of high quality health and social care appropriate for a growing and changing population. It is considered that the proposal represents an opportunity to provide modern health care facilities within an established health care setting.

However, the whole of the application site is designated as Green Belt. 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 openness, character and appearance of the Green Belt.

Policies in the Hillingdon Local Plan endorse national and London Plan guidance. 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".

Part 2 Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that 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. The proposal does not conform to the types of development allowed by Policy OL1.

New buildings are generally inappropriate, but subject to a number of exceptions set out in para 89 of the NPPF, including the limited infilling of previously developed land, provided it has no greater impact on the openness of the Green Belt, and the purposes of including land within it. To the extent that this is a less restrictive approach than UDP Policy OL1, it is entitled to greater weight by virtue of NPPF para 215.

Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) states that within the Green Belt, where development proposals are acceptable in principle in accordance with the above policy, comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives will be sought.

Policy OL4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) states that the Council will only permit the replacement or extension of buildings within the Green Belt if the development would not result in any disproportionate change in bulk and character of the original building; the development would not significantly increase the built up appearance of the site; and the character of the surrounding area would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

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".

The National Planning Policy Framework (NPPF) is also 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.

The NPPF states that 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, would not constitute inappropriate development in the Green Belt.

Mount Vernon hospital is a developed site within the Metropolitan Green Belt. The new building is sited on a hard standing car park, elements of which were previously occupied by hospital buildings, comprising the Burns Unit buildings that were demolished in 2008. The footprint and details of the demolished buildings were recorded. Consequently, it is acknowledged that significant parts of the application site constitute previously developed land which lies within the overall curtilage of the hospital and was formally in medical use. Therefore, the proposal partly meets the above exception of the NPPF. However, elements of the application site fall outside the areas previously developed. On balance it is therefore considered that the proposal constitutes inappropriate development. The applicant has therefore sought to demonstrate that 'very special circumstances' do exist, which would outweigh any potential harm to the Green Belt. These comprise:

- A growing need for a new and improved Skin Care Centre in Hillingdon;

The applicant has submitted a clinical justification for the proposed Skin Care Building. This statement has been provided to demonstrate very special circumstances on the basis of clinical need.

There is a growing need for a new and improved Skin Care Centre in Hillingdon. This need is continuing to increase with waiting lists unable to be overcome. Without the proposed development, the Trust's ability to provide a modern health care service is restricted. There is a very compelling need to re-organise the Trust's existing highly fragmented dermatology and allergy services on a single site. The existing arrangements result in inefficiencies, clinical risks and complaints. The lack of suitable clinical space is severely constraining further development and negatively affects the patient experience. There is significant room for improvement in clinical quality and operational efficiency through a more integrated approach.

The year on year increase in demand mean that providing a solution is paramount. The Mount Vernon site offers an opportunity to provide a state of the art centre which will be valued and used by the community.

Given the information and evidence set out in the submitted statement and supporting information, it is considered that subject to an appropriate design to minimise impact on the openness of the Green Belt, very special circumstances have been demonstrated on grounds of clinical need and that this would outweigh the harm to the Green Belt, in accordance with the National Planning Policy Framework (2012).

- The location of the proposals influenced by the location of the new Treatment Centre.

The statement explains that the Trust undertook a detailed operational and financial

assessment which identified the application site as the location for the new dermatology centre in order to benefit from the clinical synergy between the skin care building and the Treatment Centre. This site scored highest for clinical suitability to meet the needs of the proposed Skin Care Clinic.

The adjacent Treatment Centre and the proposed Skin Care unit will work closely together and therefore the location of the development is important in order to allow efficient and integrated health care services to be provided across Mount Vernon Hospital.

It is argued that being adjacent to the Treatment Centre allows patients and staff to use the facilities there such as the diagnostic services and theatre. It also explains that this single location and larger facility is essential if the department is to address rising demand for clinical care and staff training, improve clinical quality, and operational efficiency. The statement makes clear that the Skin Care Unit's co-location with the Treatment Centre is paramount to the success of the service. Their co-location would provide clinical benefits such as having a 24/7 resuscitation team for any emergency situation nearby. This is delivered by the anaesthetic team based in theatres of the Treatment Centre.

In addition, adult critical care transfer protocol requires patients who have deteriorated to be moved to the Treatment Centre theatre to be stabilised prior to transfer to Hillingdon, which may occasionally be required. Furthermore, the location next to the Treatment Centre provides clinical access to general surgical, haematological, X Ray, ultrasound, and transfusion facilities.

The Skin Care Centre concentrates the services provided by the Trust to the north end of the Mount Vernon site. This location would enable the provision of a dermatology building that would be a centre of excellence, providing a patient centred model of care with increased one-stop services.

As well as the clinical benefits, the siting of the Skin Care Unit at this location would provide benefits to 'patient flow and their experience'. In addition, it would provide operational benefits and opportunities to create more efficient health care provision specific to dermatology.

- Lack of suitable alternative sites

A number of buildings are vacant on the wider hospital site. However, they are not considered by the Trust as suitable for conversion for health care and safety requirements. A summary of the long list of options that were considered for the provision of the proposed building are provided below.

- Option 1- Jed Adams building plus extension;
- Option 2 - Modular Build for the Skin Centre Only
- Option 3- New Build for the Skin Centre on part of car park H.
- Option 4- Refurbishment of the Outpatient Building
- Option 5 - New build on the site of the Old Outpatients building
- Option 6 - Reuse and refurbish empty areas in the Main
- Option 7 - Relocate the Skin Centre to the top floor of the Medical Block

The various options were assessed in terms of strategic fit, better utilisation of the existing estate, future expansion space, quick delivery timescale, ease of delivery, cost, feasibility, future use of the hospital site as a whole and the impact on existing and future clinical

services. The applicant submits that the only option that has been left open to the Trust has been option 2, to use the existing car park. This option would be most practical and cause the least amount of disruption to patients & NHS services; additionally option 2 is also the only financially viable option.

In addition to the 'very special circumstances' arguments set out above, it should be noted that historically this part of the hospital grounds was previously developed and the works do not materially increase the developed portion of the hospital. The Plastic Surgery and Burns Unit out-buildings in the north eastern section of the hospital site were demolished in 2008, after the services were moved to Watford Hospital, clearing approximately 7,000 sqm of built development on that part of the hospital grounds that now comprises the northern car parks. An agreement in February of 2008 with the Local Authority was set to allow the NHS to construct future structures on this site, provided there was no material change (i.e. intensification) of use. The original correspondence and documentation to substantiate this agreement has been verified.

Officers consider that the benefits, when weighed against the drawbacks of the proposed development are significant and therefore very special circumstances weighing in favour of the proposal exist in the case of the proposed development. The Mayor shares this view and has stated that there are very special circumstances that exist to justify the development proposed. The proposal is therefore considered acceptable in principle

Notwithstanding the above, in assessing the application, it will be necessary to determine whether material planning benefits outweigh any planning objections or potential harm, relating to visual and landscape impacts, noise and disruption during operations, air quality, traffic movements, duration of operations and ecological impacts. These issues are considered in the following sections of this report.

7.02 Density of the proposed development

Not applicable to this application. The London Plan density guidance relates specifically to residential properties.

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

The site does not fall within an archaeological priority area, conservation area, or area of special character.

Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building. Any development would therefore be expected to address this matter.

There are two listed buildings at Mount Vernon Hospital. The original building which is on the southern boundary of the developed area of the site is part of the Cancer Centre is a grade II listed building which was built between 1902 and 1904. The second listed building is located to the south east of the site and is the Hospital Chapel. The Chapel is Grade II*. However, these listed buildings are some distance from the application site. The Urban Design and Conservation Officer considers that the application site is not in a sensitive location in terms of heritage assets. There are no objections to the design or siting of the proposed new clinical building in terms of its impact on heritage assets, in compliance with relevant policies.

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 Local Plan Part 1 Policy EM2, Local Plan Part 2 Policy OL1, the London Plan and the NPPF. Saved Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks landscape improvements within the Green Belt. Saved Policy OL5 will only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not harm the character and appearance of the Green Belt.

As the proposed building is only single storey in height, its impact on the openness of the Green Belt is limited. Furthermore, whilst a single storey building would affect the openness of the Green Belt in comparison with the existing open nature of the surface level car park, the provision of green roofs would help integrate the building into the existing landscape and would be likely to reduce the overall bulk and mass of it, ensuring that the impact on the Green Belt was further reduced. In addition, landscaping around the proposed building could further aid in making the development more sympathetic to the setting.

Overall, given that the proposal involves a building in an area of the hospital grounds that has been previously developed, the existing landscape character, and the proposed planting strategy, 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, OL2, OL5 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policy 7.16 and the provisions of the NPPF.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. 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 requires new development proposals to incorporate appropriate landscaping proposals.

The site is relatively isolated and self contained and the impact of the development on the openness of the Green Belt has been dealt with elsewhere in this report.

The existing Treatment Centre adjacent to the site is a focal point within this area of the hospital grounds and as such is the principle facade when viewed from the bus terminus. The 'Skin Centre' will be a single storey building, which will compliment the design and materiality of the Treatment Centre, in order to add an element of cohesion to this fragmented hospital site.

Subject to details of the green roof, plant and bin enclosures, and external colours and finishes of the proposed building being secured by 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

In relation to outlook, Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires new developments to be designed to protect the outlook of adjoining residents. Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. In relation to sunlight, Saved Policy BE20 seeks

to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses.

There are no immediate neighbours within the vicinity of the proposed development. As the development would be sited a sufficient distance away from adjoining properties, it is not considered that there would be any loss of amenity to surrounding occupiers, in compliance with relevant Local Plan Policies and standards.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Of particular relevance to this application are Policies AM7, AM9, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). Policy AM7 requires developments not to prejudice the free flow of traffic or conditions of highway/ pedestrian safety whilst AM14 set out the Council standards for car parking.

A Transport Statement and an addendum to the Green Travel Plan has been prepared and submitted in support of the planning application, dealing with access, parking, traffic generation and public transport issues. Mount Vernon Hospital has a Public Transport Accessibility Level (PTAL) score of 1b (on a scale of 1 to 6 where 6 is excellent).

Access

This application relates to erection of a new skin care unit in the grounds of the existing hospital which is located off Rickmansworth Road Northwood (A404), one of Council's Classified Roads. There are three access points to the hospital, two on Rickmansworth Road and one on White Hill. The existing access from the site is adequate with good sight lines along Rickmansworth Road. The access arrangements to the hospital grounds will not be affected by the proposals.

Traffic Generation

The Council's Highway Engineer raises no objection to the scheme with respect to traffic generation. On this basis, the proposal is considered to be in accordance with Local Plan Part 2 Saved Policy AM7.

Parking

The existing Mount Vernon hospital has a PTAL value of 1b (poor) so consequently there is a high reliance on private car for trips to and from the site for both staff and patients. There are limited bus services to the site. The Highway Engineer notes that as a result of the relatively poor accessibility of the site the demand for car parking on the site is high.

The existing site has a total capacity of 957 car parking spaces. The new building will be constructed on the land of the existing 84 spaces car park, with six spaces to be retained/relocated. This would result in a net loss of 74 car parking spaces to the entire hospital site. As such, the entire hospital site would provide a total of 879 car parking spaces post the completion of the proposal.

Rather than create new parking spaces to make up the shortfall, the applicant originally proposed that this shortfall will be met by bringing back into use spaces that are currently closed/unused. These are as follows:

- The 28 spaces adjacent to the Outpatients building

- The 49 spaces adjacent to the Grey Cancer Institute building
- The 10 - 12 spaces at the frontage to the Grey Cancer Institute building
- Any additional requirement will be met by using the overflow car park

The car parking surveys indicate that the existing demand for parking spaces peaks at approximately 750 spaces, so that there is surplus capacity within the site. On that basis TfL has requested a condition preventing "the hospital from re-opening of the car parking associated with the proposed clinic". By contrast, the Highway Engineer notes that In light of the poor PTAL level for the site, patients, staff and visitors will continue to rely on private transport for their trips to the hospital. As a result, the reopening of the car parks currently closed should be allowed, in order to reinstate the current number of parking spaces and provide the necessary level of parking facilities.

Clearly if there is spare capacity, it would not be necessary to open additional parking spaces if they are not required. Equally the applicant points out that the Trust needs to avoid a situation where there is a lack of car parking spaces causing frustration for patients and visitors and overspill parking on the surrounding road network. The Trust considers that once 90% of the spaces are occupied, then the car park is effectively full, to enable users to search for spaces.

The applicant anticipates that there will be a need for some additional spaces but accepts that fewer spaces may be required than as suggested on the originally submitted Access and Parking Arrangements drawing 01. Therefore a phased approach to the provision of replacement parking could be adopted as follows; the car park next to the disused Outpatients Building should be reopened first (providing 28 spaces). The Oliver Scott Building car park (providing 49 spaces) would only be reopened according to demand, by agreement with the Local Planning Authority. It is considered that this approach would strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking.

Cycle Parking

6 cycle racks for the 12 cycles are provided. In addition there are lockers and a shower room off the staff room to facilitate cycling, in compliance with Local Plan Part 2 Saved Policy AM9 and relevant London Plan standards. Details are to be secured by condition.

Travel Plan / Public Transport

The current Hospital Travel Plan provides for a reduction in car parking spaces at the hospital grounds over the period of the plan. This is secured by planning permission ref: 3807/APP/2008/2548 dated 26/11/08. The Planning Statement confirms that the existing hospital wide Travel Plan will bind the proposed development. This is also secured by condition and will ensure that travel by modes other than the car is encouraged wherever possible. It should be noted that the definitions and schedule in the original Travel Plan are drafted in a wide manner and therefore can be updated by way of an addendum to the original plan. The implementation of the proposed travel plan can be secured by an appropriate planning condition.

Delivery and Servicing / Construction Logistics Plans

TfL recommends that the hospital implement a Delivery and Service Plan DSP and

construction logistics plan (CLP). The CLP will also address some of the concerns raised by a local resident with regard to disturbance during the construction phase of the development. These plans can be secured by appropriately worded planning conditions, in the event of an approval.

Conclusion

The Highway Engineer raises no objection to the highways and transportation aspect of the development, subject to the above issues being covered by suitable planning conditions, in the event of an approval. Overall, Subject to conditions, it is considered that safe and suitable access to the site can be achieved and the residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development on transport grounds, in compliance with paragraph 32 of the NPPF, Local Plan Part 2 Saved Policies AM7, AM9, AM14 and AM15 and relevant London Plan policies.

7.11 Urban design, access and security

Urban design issues have been dealt with 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 Access Officer has made a number of comments regarding the original submission, with regard to the lack of a baby changing facility, the lack of changing facilities designed to be accessible to wheelchair users and the inadequacy of the additional accessible toilet. Amended plans have been received addressing these issues. The Trust has also explained that changing facilities will be incorporated within the treatment rooms themselves and appropriate facilities for disabled people would be incorporated into this.

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

Not applicable to this application.

7.14 Trees, landscaping and Ecology

LANDSCAPE ISSUES

Saved Part 2 local Plan Policies OL1 and OL2 address Green Belt issues and the need to retain and enhance the existing landscape to achieve enhanced visual amenity and open land objectives. Policy OL15 seeks to protect the landscape of countryside conservation areas from development and or activities which would detract from the special character of these landscapes. Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. Policy OL26 of the saved policies of the UDP states that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands.

An Arboricultural Impact Assessment has been undertaken and is submitted in support of the planning application. This assessment outlines that no trees of particular landscape or environmental significance are proposed for removal. Protection measures have been

specified to protect the root protection areas of all retained trees, apart from where excavation will be required for building foundations. While the trees on the boundary are of no special importance, they will be protected, particularly as there is a nature conservation site on the other side of the boundary.

A Landscape Strategy is also submitted in support of the planning application. This strategy demonstrates how a green roof will be incorporated into the development. The grass bank to the north of the car park is at a higher level. This lifts up the tree line behind the 'Skin Centre' site and forms a back drop of trees. However, due to the need to access the rear of the building, a small copse of trees which have been assessed not be of special interest will be removed. The lost copse will be replaced and a green amenity space will be provided, for the benefit of staff and members of the public.

The Tree and Landscape Officer raises no objections, subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement.

A preliminary ecological appraisal has been submitted in support of the application, to ascertain the potential for protected habitats and species to be present within the site. This includes the results of an extended Phase 1 habitat survey carried out on 5th July 2016. The habitats within the site have been assessed as being of generally low ecological value, largely comprising common and widespread habitats. The site has been assessed as having potential to support protected species, including roosting bats, foraging/commuting bats, foraging badgers, door-mice, nesting birds and limited potential to support widespread species of reptile.

Recommendations have been made in the ecological appraisal to retain the boundary tree line, broad leaved woodland and the trees assessed as having potential to support roosting bats, as part of the proposals. Should any vegetation clearance be undertaken of the longer margins at the site, then it is recommended that a small scale destructive search be undertaken in the active reptile season. Recommendations have been made for mitigation and enhancement measures at the site, including new native species planting, provision of new bird nest boxes and bat boxes. Additionally, recommendations have been made for the inclusion of a sensitive lighting scheme to minimise potential disturbance impacts on foraging and commuting bats.

If works have not commenced by July 2018, it is recommended that the ecological appraisal is updated. This is because many of the species considered during the current survey are highly mobile and the ecology of the site is likely to change over this period. If the planning application boundary changes or the proposals for the site alter, a re-assessment of the impacts may be required.

The Council's Sustainability Officer raises no objections, subject to a condition requiring

the submission of scheme for the creation of biodiversity features and enhancement of opportunities for wildlife, including the provision of bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs.

Subject to this condition, it is considered that there is unlikely to be an overarching ecological constraint to developing the site. Proposed mitigation will avoid impacts on protected species, in accordance with relevant national and local planning policy and installation of bird/bat boxes will result in a net gain in biodiversity at the site.

Overall, it is considered that the detail provided in the ecological report and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

Refuse arrangements will be dealt with as part of the wider hospital arrangements which are already established. A 10 sqm fenced compound for refuse storage will be located to the rear of the building. This location is to allow access from surgical and clinical areas and provides a central hub for waste disposal. This will then be integrated into the Trust's waste management plan.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2016), 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 current Building Regulation requirements as per the latest London Plan. Parts C & D of the policy require proposals to include a detailed energy assessment.

Active design measures have been incorporated into the design of the Skincare Centre. These include high efficiency lighting with daylight dimming and appropriate controls and efficient mechanical ventilation systems with heat recovery. The Energy Strategy submitted with the application also assessed the feasibility of incorporating renewable energy technologies on the site. The availability of district heat and electricity networks within the local area was investigated, using the London Heat Map. It was identified that there are no existing viable local networks in the vicinity for this development to derive power or heat from. In addition, the opportunity to include the use of a local on-site combined heat and power (CHP) system for the development was considered. Low and Zero Carbon (LZC) technologies that could be used for this development were also evaluated. Air source heat pumps providing heating and cooling are viable for this development and are proposed.

With the application of air source heat pumps (ASHP) providing heating or cooling to all occupied rooms, the building will achieve 14.8% reduction in regulated carbon emissions. An addition of approximately 90 m² of south facing photovoltaics will be required to meet the overall 35% carbon reduction requirement.

The Council's Sustainability Officer raises no objection to the proposed energy strategy but considers that further details are required prior to starting development. A condition is therefore recommended requiring full details of the specification and location of the low and zero carbon technology set out in the energy strategy.

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 and 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.

The site is located in Flood Zone 1. A Surface Water Drainage Strategy has been submitted in support of the application with the proposal. The Flood and Drainage Officer considers that the drainage strategy has adequately demonstrated that surface water can be managed on site. However some more information is needed, including a management and maintenance plan of the sustainable urban drainage.

It is considered that in the event of an approval, any outstanding issues can be addressed by the imposition of a suitably worded condition, requiring the submission and implementation of a scheme for the provision of sustainable water management, including a demonstration of how the surface water is controlled and managed on site, following the strategy set out in the Surface Water Drainage Strategy by Glanville Consultants ref: CV8161321/DB/ES/004 dated February 2017.

Subject to compliance with this condition, 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

The noise source from the external plant has not been assessed. The Environmental Protection Unit has advised the inclusion of two conditions to ensure that construction activities and operational plant can co-exist without detriment to residential amenity to the nearest residential dwellings. As such, conditions requiring a scheme for control of plant/machinery noise and a construction management plan, including dust control measures are recommended in the event of an approval.

AIR QUALITY

The site does not fall within an quality management area.

7.19 Comments on Public Consultations

The comments received are noted and the issues raised have been addressed within the relevant sections of the report.

Impact of construction activities are covered by separate legislation administered by Environmental Health.

There will be no relocation of the bus stand as a result of the development proposals.

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. This saved UDP policy is 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. The comments received indicate that there is no need for contributions or planning obligations to mitigate the impacts of the development.

The construction costs of the proposed Skin Treatment Centre does not trigger the requirement for a construction training contribution. In the event of an approval, it is intended to secure the implementation and review of the amended Travel Plan by condition

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

SCREENING REQUEST

A screening request was submitted to the Council on the 25th November 2016, outlining that the proposed development does not meet the criteria set out within Schedule 3 of the Environmental Impact Assessment (EIA) Regulations and, therefore, it is not likely to give rise to significant effects requiring an EIA.

The Council provided a response on the 4th January 2017 and stated that by using the selection criteria outlined in Schedule 3 of the Regulations the application does not require an EIA.

ENVIRONMENTAL ISSUES

The historic use of the site for hospital uses is not considered to give rise to any issues relating to land 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 opportunity to provide modern healthcare facilities within an established health care setting. The proposal is on land currently used for car parking and involves areas that were previously occupied by the hospital buildings prior to their demolition in 2008. As such, the current proposal is in part on previously developed land in the Green Belt.

The Mayor considers that the identified need, lack of suitable alternative sites, operational synergy between the two interconnected units and the established use of the site for health care, all in combination constitute very special circumstances which outweigh the harm that may be caused to the Green Belt.

Furthermore, as the proposed building is only one storey in height, its impact on the openness of the Green Belt is limited. It is not considered that the proposal would increase

the built up appearance of the site or have a detrimental impact on the character and appearance of the Green Belt .

Subject to compliance with conditions, it is considered that the scheme can satisfactorily address highway, noise, ecological, drainage and flood related issues, the mitigation and adaptation to climate change and the minimising carbon dioxide emissions.

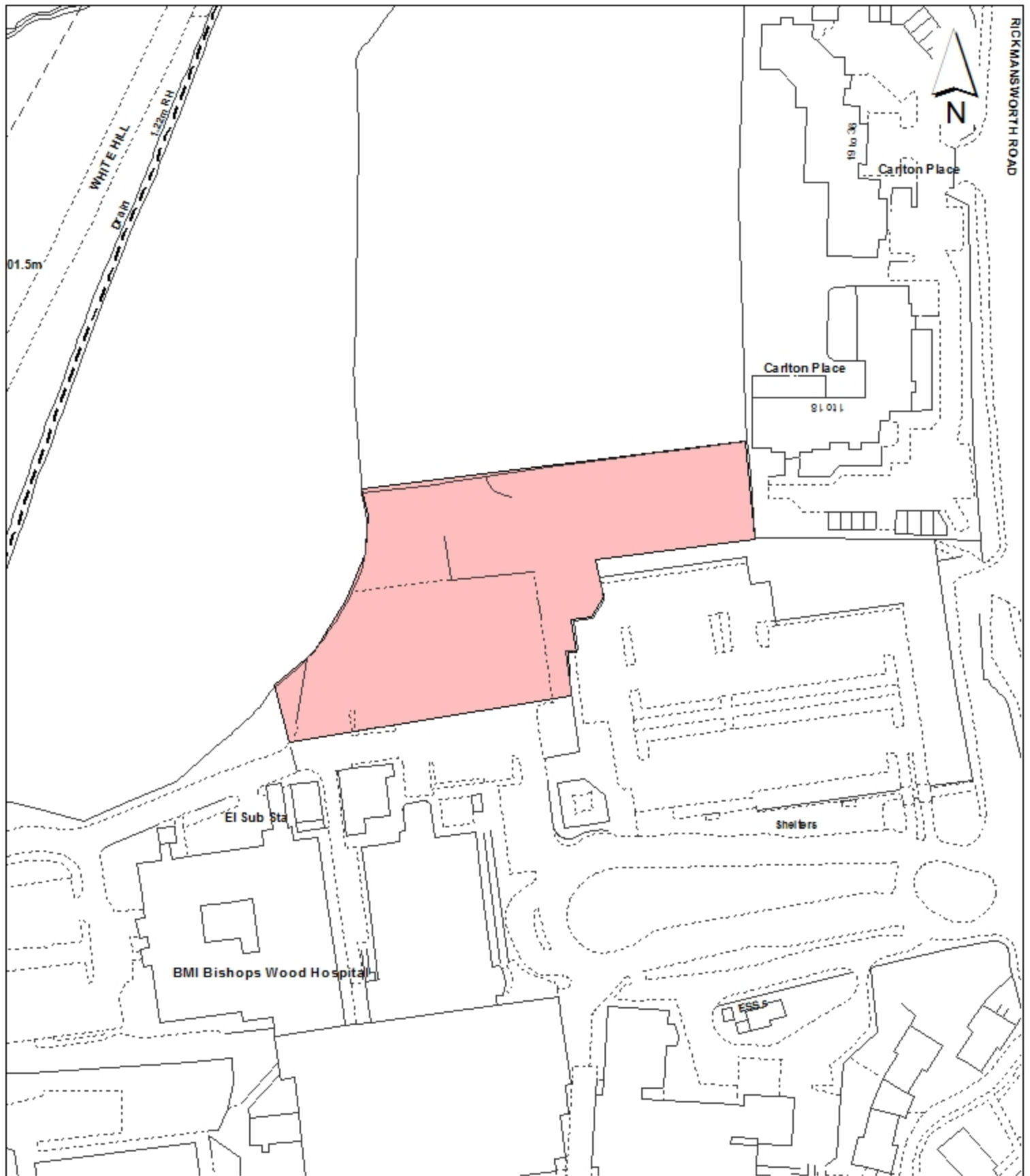
Accordingly, approval is recommended.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe

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Notes:

 Site boundary

For identification purposes only.

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Site Address:

Mount Vernon Hospital

LONDON BOROUGH OF HILLINGDON

Residents Services Planning Section

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

Planning Application Ref:

3807/APP/2017/741

Scale:

1:1,250

Planning Committee:

Major

Date:

May 2017



HILLINGDON
LONDON