

Report of the Head of Planning, Transportation and Regeneration

Address ISAMBARD COMPLEX, BRUNEL UNIVERSITY KINGSTON LANE
HILLINGDON

Development: Installation of a docking station for 10 bikes

LBH Ref Nos: 532/APP/2018/2504

Drawing Nos: Station Pole and Sign Received 13-07-2018
15902 Item A
Planning, Design and Access Statement
BUCYCL-GW-00-LOC-002 Rev. A
BUCYCL-GW-00-SIT-002 Rev. A

Date Plans Received: 12/07/2018

Date(s) of Amendment(s):

Date Application Valid: 13/07/2018

1. SUMMARY

The application seeks full planning permission for the erection of a docking station for 10 bikes which are to be used as part of a new bike share scheme and is in conjunction with other docking stations located within the Brunel Campus as well as Hillingdon Hospital and Uxbridge High Street close to the train station.

The bike share scheme is designed to increase connectivity between the various locations at a limited cost thus reducing car use.

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 15902 Item A and Station Pole and Sign Received 13-07-2018.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 7.16	(2016) Green Belt
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

Brunel University is a Major Developed Site within the Metropolitan Green Belt as identified in the Policies of the Hillingdon Local Plan (November 2012). The application site, which is located within the campus, is a walkway set against a backdrop of existing University buildings and in direct proximity with a number of buildings used as student accommodation. There is also a communal seating area which is used by students during break periods.

3.2 Proposed Scheme

The application seeks planning permission for the erection of a docking station which would hold up to 10 bikes to be used as part of a bike share scheme. The bike share scheme will utilise other similar sized and designed docking stations located within the university campus as well as Hillingdon Hospital and Uxbridge High Street opposite the train station.

Each docking station comprises a terminal and docking points. The docking station would measure 5.2 metres in length, 4.6 metres in width and approximately 0.64 metres in height. The terminal would consist of a metal post with an information board and GPS cube mounted on the top, which is used to identify when bicycles have been returned to the designated drop off locations. The terminal would measure approximately 3 metres in height with the cube on top and a rectangle panel positioned in the middle which would display a map showing the location of the docking stations and the usage rates for the shared bikes.

Each docking station is fitted with cable locks which can also be used if the 10 spaces are full.

3.3 Relevant Planning History

Comment on Relevant Planning History

None relevant

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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

Part 2 Policies:

OL1 Green Belt - acceptable open land uses and restrictions on new development

OL4 Green Belt - replacement or extension of buildings

BE13 New development must harmonise with the existing street scene.

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1 Protection of the character and amenities of surrounding properties and the local area

LPP 7.16 (2016) Green Belt

NPPF- 13 NPPF-13 2018 - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was displayed between 27-07-18 and 16-08-18. No responses were received.

Internal Consultees

Trees and Landscapes Officer: As long as there is no direct conflict of the cycle stand siting with existing tree pits (as stated) this should be fine.

OFFICER COMMENTS: The applicant has confirmed that the proposed works would not conflict with the existing tree pits.

Highways Officer: This application is for the installation of 10 bike docking station. When considering the location of the site and nature of the proposed works, I do not deem this application detrimental to the safety and convenience of the highway network.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within a Major Developed Site located inside the Metropolitan Green Belt. Accordingly, the proposal for a docking station and terminal is subject to the provisions of Policy OL4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

Not relevant to the consideration of this application.

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

Not relevant to the consideration of this application.

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

The proposal is not considered to have a detrimental impact on the Green Belt or surrounding area as discussed within the 'Impact on the character & appearance of the area' section of this report.

7.07 Impact on the character & appearance of the area

The application site lies within a Major Developed Site located inside the Metropolitan Green Belt characterised by large education related buildings and some smaller commercial units. The design and scale of the docking station and terminal is considered to be sympathetic and subordinate to the overall nearby buildings and would be relatively well screened from outside the campus and the adjoining Green Belt land. It is therefore considered that the docking station and terminal could be located in this position without a significant impact on the appearance of this part of the site and its immediate context.

There is no policy objection to the proposal, which would accord with Policies OL1, OL4 and OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

It is considered that the proposal would not harm the overall character or appearance of the University Campus and surrounding area. Accordingly, the proposal would accord with

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

This part of the Brunel Campus is not readily visible from outside of the University Campus. It is further noted that there are a significant number of buildings and trees obscuring the view of the area from surrounding rounds. Given the distances involved and the nature of the development, the proposal would have no detrimental impact on any residential properties outside of the university campus.

The proposed docking station and terminal would be constructed within Isambard Complex Brunel University which comprises a number of buildings which are predominantly used for student accommodation as well as an A1/A3 unit. The development itself would be constructed approximately 11 metres from the nearest residential property and given its relatively small scale it is not considered to give rise to any significant visual, outlook or privacy impact.

Policy OE1 of the Local Plan states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. The size, scale and design are not considered to impact the character or amenities of the surrounding properties and no object has been raised concerning these matters.

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The councils Highways Officer has been consulted and has provided the following comments and has raised no objection to the proposal.

7.11 Urban design, access and security

The issues relating to design are addressed in the sections above.

7.12 Disabled access

No accessibility issues raised.

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The Trees and Landscape officer has stated that as long as there is no direct conflict of the cycle stand siting with existing tree pits (as stated) this should be fine. No objection.

7.15 Sustainable waste management

Not relevant to the consideration of this application.

7.16 Renewable energy / Sustainability

Not relevant to the consideration of this application.

7.17 Flooding or Drainage Issues

Not relevant to the consideration of this application.

7.18 Noise or Air Quality Issues

Not relevant to the consideration of this application.

7.19 Comments on Public Consultations

No comments were received.

7.20 Planning obligations

Not relevant to the consideration of this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

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 to this application.

10. CONCLUSION

The application seeks planning permission for the erection of a docking station which would hold up to 10 bikes to be used as part of a bike share scheme. The bike share scheme will utilise other similar sized and designed docking stations located within the university campus as well as Hillingdon Hospital and Uxbridge High Street opposite the train station. It is considered that the proposal would not have any significant impact on the openness of the Green Belt within this Major Developed Site.

The proposed development has been designed in conjunction with the Mayors London Plan policies which seek to encourage a significant increase in cycling and making public realm comprehensible at a human scale.

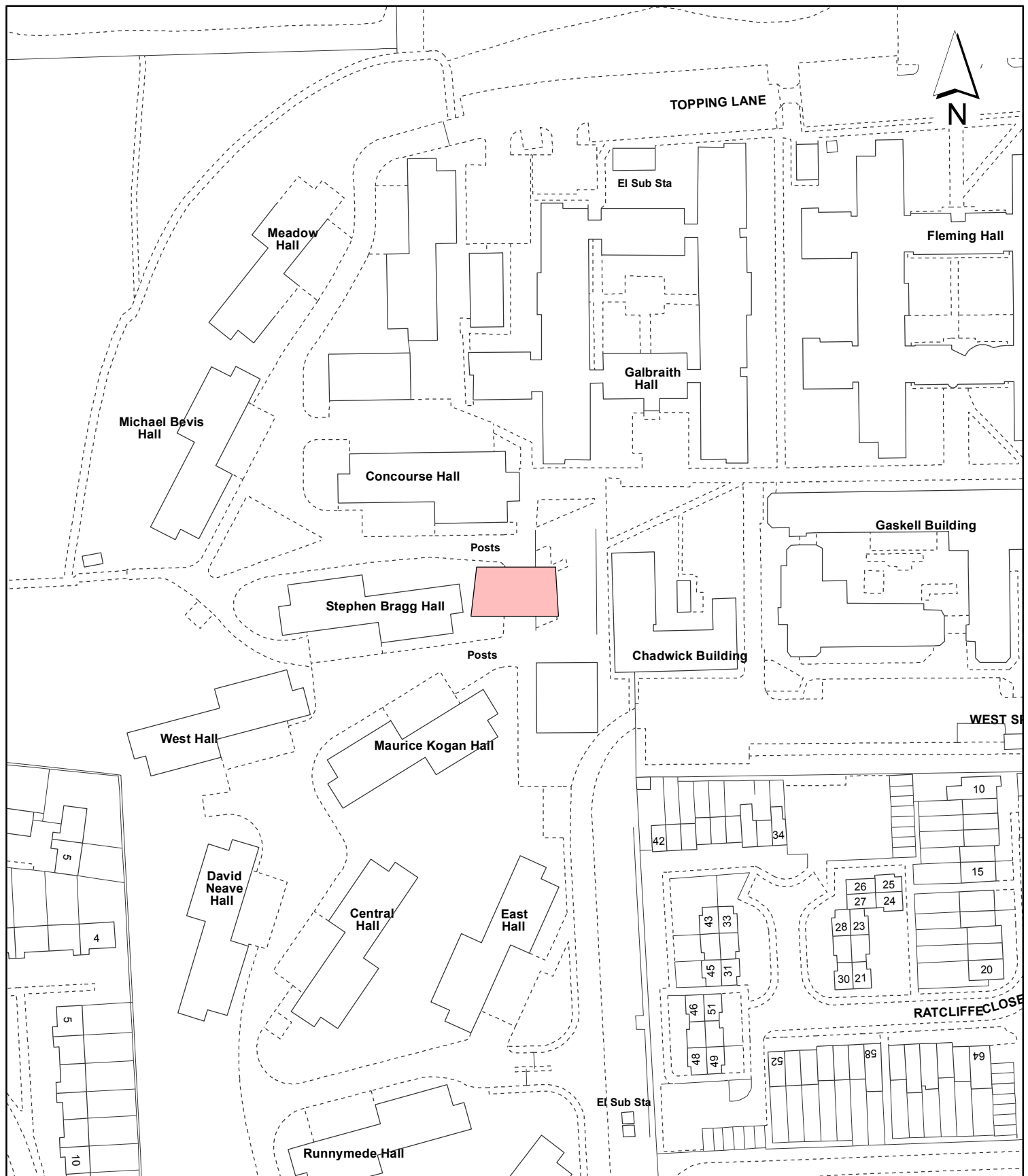
The proposed development is considered to comply with both government and local policies and it is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

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Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Isambard Complex
Brunel University
Kingston Lane**

Planning Application Ref:

532/APP/2018/2504

Planning Committee:

Central & South

Scale:

1:1,250

Date:

August 2018

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON