

**Item No. Report of the Head of Planning, Transportation and Regeneration****Address** BANNERMAN CENTRE KINGSTON LANE HILLINGDON**Development:** Installation of a double rack docking station for 10 bikes**LBH Ref Nos:** 532/APP/2020/1431**Drawing Nos:** BUCYCL-GW-00-SIT-003 Rev. B  
BUCYCL-GW-00-LOC-003 Rev. B  
Planning, Design and Access Statement**Date Plans Recieved:** 04/05/2020 **Date(s) of Amendment(s):****Date Application Valid:** 04/05/2020**1. SUMMARY**

The application seeks planning permission for the erection of an additional docking station on this part of the Brunel University Campus for 10 bikes which are to be used as part of the Santander bike share scheme. This would increase the capacity from 20 to 30 bikes on this part of the campus.

The scheme is considered to represent appropriate development within the Green Belt and given the nature of the proposals, it will not harm the openness of the Green Belt, nor would it obstruct the public footpath. The proposal also has wider benefits in terms of the facilitation and promotion of cycling within the area.

The application is recommended for approval.

**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 and document BUCYCL-GW-00-SIT-003 Rev. B and Planning, Design and Access Statement 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 Parts 1 (November 2012) and 2 (January 2020) 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).

## **2 153 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) 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.

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
LPP 6.1	(2016) Strategic Approach
LPP 6.9	(2016) Cycling
LPP 7.5	(2016) Public realm
LPP 7.16	(2016) Green Belt
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists

## **3 170 LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site forms part of a wide tree-lined boulevard which provides the main east-west pedestrian access through the Brunel University campus on Kingston Lane. At this point, the walkway is set against a backdrop of existing University buildings and in direct proximity with a number of buildings used for a variety of uses. There is also a communal seating area which is used by students during break periods.

There are already two docking stations for Santander bikes located between tree pits to the east of the current site.

The site forms part of the Metropolitan Green Belt.

#### **3.2 Proposed Scheme**

The proposal is for the installation of a double rack docking station for 10 bikes to expand the capacity of the two adjacent docking stations which currently hold up to 20 bikes to 30 bikes for use as part of the Santander Bike scheme.

The docking station comprises 10 docking points accessed both sides of the station. The docking station would measure 4.3 metres in width, 0.59 metres in depth and approximately 0.64 metres in height. The station requires a total depth of 3.19 to accommodate the docked bikes with an additional 1.3m each side for removal/access space. The station would be sited between two street trees and their tree pits.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

532/APP/2018/2502 - Installation of a docking station for 10 bikes - Approved 6/9/20

### **4. Planning Policies and Standards**

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)  
The Local Plan: Part 2 - Development Management Policies (2020)  
The Local Plan: Part 2 - Site Allocations and Designations (2020)  
West London Waste Plan (2015)  
The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

#### **Emerging Planning Policies**

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to: (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

#### **Draft London Plan (Intend to Publish Version, December 2019)**

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to

accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

## **Local Plan Designation and London Plan**

The following Local Plan 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:

NPPF- 2 NPPF-2 2018 - Achieving sustainable development

NPPF- 8 NPPF-8 2018 - Promoting healthy and safe communities

NPPF- 9 NPPF-9 2018 - Promoting sustainable transport

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

LPP 6.1 (2016) Strategic Approach

LPP 6.9 (2016) Cycling

LPP 7.5 (2016) Public realm

LPP 7.16 (2016) Green Belt

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

## **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 27/07/20 and 16/08/18. No responses have been received.

### **Internal Consultees**

Highway Engineer:

This provision will assist in fulfilling regional TfL transport policy by promoting cycling as a

sustainable mode of transport. It is considered that the proposed arrangement of the new cycle docking facility, located between two trees outside the Bannerman Centre within the Brunel University campus, would not measurably impede pedestrian permeability in this location due to the substantive scale of pedestrianised area which is to remain. There are no further observations.

Landscape/Tree Officer:

This site is occupied by a tree-lined boulevard which forms a part of the main east-west pedestrian access through the Brunel University campus.

There are already two docking stations for Santander bikes located between tree pits to the east of the current site.

Comment: The proposed site for the new docking station has been centred on the gap between two tree pits and the response to the planning questionnaire, Q10, confirms that no trees will be removed to facilitate the development.

Recommendation: No objection and no need for landscape conditions.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site lies within the Metropolitan Green Belt. Accordingly, the proposal for a docking station is subject to the provisions of the NPPF, Policy 7.16 of the London Plan and Policy DME1 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Paragraph 145 of the NPPF (February 2019) advises that:-

'A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:  
- not have a greater impact on the openness of the Green Belt than the existing development;'

At Paragraph 146, the NPPF advises that:

'Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.

These are:

a) mineral extraction;  
b) engineering operations;  
c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;'

In this instance it is considered that the bike docking station is not inappropriate development as it constitutes limited infill development that would have very little impact on the Green Belt (see Section 7.05 of the Officer's report below) and is principally required in this busy location at the centre of the Campus to serve the staff and students of the university and therefore the Green Belt location cannot be avoided and the scheme is therefore considered appropriate development within the Green Belt.

Policy 7.16 of the London Plan and DMEI 4 of the Local Plan reiterate national policy and seek to safeguard the Green Belt from inappropriate development and adverse impacts upon its openness.

The scheme would also have wider benefits in terms of facilitating and promoting cycling within the area that may outweigh any disbenefits in terms of Green Belt impacts but these impacts would be negligible (see Section 7.05 below), and the proposal is considered to fully accord with the NPPF, Policy 7.16 of the London Plan and Policy DMEI 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

#### **7.02 Density of the proposed development**

Not applicable to this application.

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

Not applicable to this application.

#### **7.04 Airport safeguarding**

Not applicable to this application.

#### **7.05 Impact on the green belt**

The application site lies within the Metropolitan Green Belt, although this part of the Campus is characterised by large educational buildings and some smaller commercial units, including the Campus shop sited either side of the main pedestrian boulevard through the Campus.

The existing street furniture along this part of the boulevard includes cycle stands, rubbish bins, bollards, lamp columns and planted trees. The proposed location of the new bike docking station has been chosen to not interfere with the existing street furniture, being located in between existing planted trees. The docking station is of a modest size, with an overall height of 0.64m and would be of a tubular metal construction which allows views through so that it would not appear as a solid structure. The station would be relatively well screened from outside the boulevard and therefore, it is considered that the docking station could be located in this position without a significant impact on the openness of the Green Belt.

#### **7.07 Impact on the character & appearance of the area**

The docking station would appear sympathetic and subordinate in the context of the surrounding buildings and would sit comfortably with the other items of street furniture in this location, including two similar docking stations. It is considered that the scheme would not harm the visual amenities of the public boulevard, in accordance with Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

#### **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 roads. 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 would be constructed adjacent to the Bannerman Centre along the central walkway. The proposed site is a high footfall area as its in close proximity to the main campus library, student union, canteen, shops and bank, with the closest residential property in excess of 100 metres away.

Policy DMHB 11 of the Local Plan states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The

size, scale and design of the docking station are not considered to impact on the character or amenities of the surrounding properties or area.

**7.09 Living conditions for future occupiers**

Not applicable to this application.

**7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The Councils Highways Officer has been consulted and has raised no objection to the proposal and considers that given the wide nature of the boulevard, pedestrian access would not be impeded.

**7.11 Urban design, access and security**

The issues relating to design are addressed in the Section 7.06 above.

**7.12 Disabled access**

No accessibility issues are raised by this application.

**7.13 Provision of affordable & special needs housing**

Not applicable to this application.

**7.14 Trees, landscaping and Ecology**

Policy DMHB 14 of the Local Plan expects development proposals to retain and enhance existing trees, landscaping, biodiversity and other natural features of merit.

The Trees and Landscape Officer advises that having assessed the proposal, they have no objections and no landscaping conditions are necessary.

**7.15 Sustainable waste management**

Not applicable to this application.

**7.16 Renewable energy / Sustainability**

Not applicable to this application.

**7.17 Flooding or Drainage Issues**

Not applicable to this application.

**7.18 Noise or Air Quality Issues**

Not applicable to this application.

**7.19 Comments on Public Consultations**

No comments have been received to the public consultation undertaken on this application.

**7.20 Planning obligations**

Not applicable to this application.

**7.21 Expediency of enforcement action**

Not applicable to this application.

**7.22 Other Issues**

No other issues are raised by this application.

**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 installation of a 10 bike docking station to increase the capacity of the two adjoining docking stations within the centre of the Brunel University Campus.

The proposal is considered to represent appropriate development within the Green Belt in accordance with

Para. 146 of the NPPF as the local transport infrastructure requires this Green Belt



location and the docking station would not have any material adverse impacts on the openness of the Green Belt.

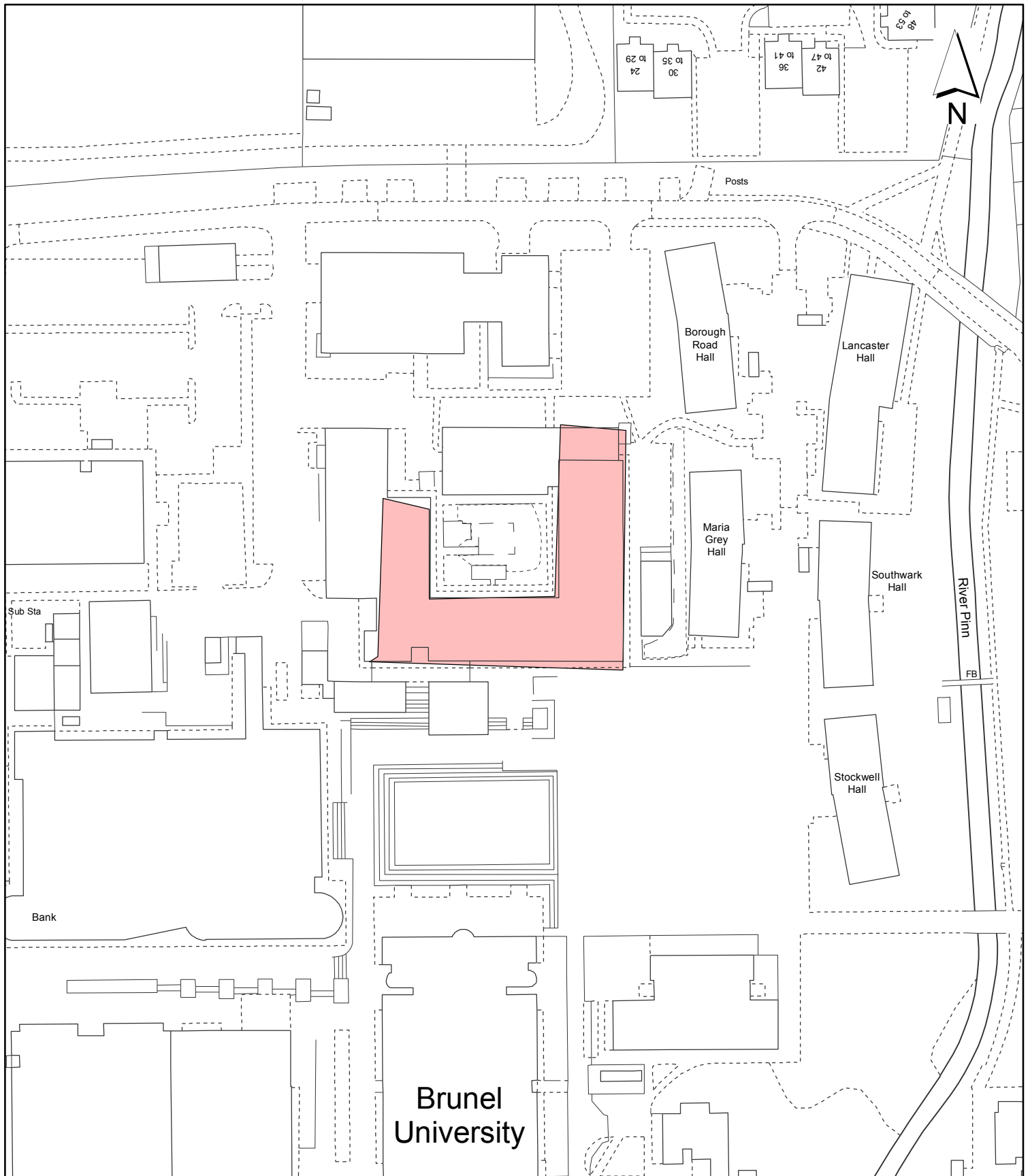
The scheme would have no other detrimental impacts in terms of the character and appearance of the street scene and area, amenity of neighbours, impacts of surrounding trees and highway and pedestrian safety. It would also have wider benefits in terms of facilitating and encouraging cycling and is therefore recommended for approval.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)  
Hillingdon Local Plan: Part 2 Development Management Policies (2020)  
London Plan (2016)  
London Plan Intend to Publish (2019)  
National Planning Policy Framework (2019)

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Bannerman Centre  
 Brunel University  
 Kingston Lane**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

**532/APP/2020/1431**

Scale:

**1:1,250**

Planning Committee:

**Central & South**

Date:

**August 2020**



**HILLINGDON**  
 LONDON