

Report of the Head of Planning, Transportation and Regeneration

Address IMPERIAL COLLEGE, SPORTS GROUND SIPSON LANE HARLINGTON

Development: Installation of Multi-Use Games Area and associated development, including 3m high chain link boundary fencing and 6 x 8m high floodlighting columns

LBH Ref Nos: 17488/APP/2021/1971

Drawing Nos: Harlington MUGA - Site Location Plan
S20-261/DWG/SP0001 Rev 04
S20-261/DWG/DP0001 Rev 03
S20-261/DWG/FP0001 Rev 03
S20-261/DWG/IP0001 Rev 02
HarlCamp-PLAN3
S20-261/DWG/LM0001 Rev 01
HARLCAMP-SPPITCH
S20-261/DWG/IP0002 Rev 01
Agent email confirmation of increased Community Use
Floodlight FL11 maxi pro, asymmetrical beam PL33T, CCT 750, DALI o
DMX RDM
Lighting Calculations CalcuLuX Area 7.9.0.0 15/10/2
HLS2191 Rev 5
HARLCAMP-SPPITCH Rev E
Town Planning Statement May 2021
Design & Access Statement May 2021
MTP Ref: 21-094 April 2021
AUDIT-740101-210726-0714
14 May 2021
BVP528 2210/757 HGB A55-NB D9 T20 LC

Date Plans Received:	14/05/2021	Date(s) of Amendment(s):	16/11/2021
Date Application Valid:	17/05/2021		14/05/2021
			18/10/2021

1. SUMMARY

The application proposes the installation of a Multi-Use Games Area (MUGA) for tennis and netball (marked on the MUGA) and to be used for other sports informally.

There is significant policy support for the enhancement and construction of sports facilities at national, regional and local level. Furthermore the London Plan also provides in principle support for proposals which support London's higher education institutes.

The application site is located within the Green Belt therefore an assessment against the relevant Green Belt policies has been undertaken to ensure that either the development is considered to be appropriate or the proposed harm is outweighed by the benefits of the scheme. It is acknowledged that the the replacement of the pitch would comply with paragraph 149 exception b) within the NPPF and is therefore considered to be appropriate development.

The proposal would result in a loss of part of the playing field in order to accommodate the MUGA. Sport England have reviewed the proposals and taken a pragmatic approach by

stating the harm caused by the loss of the playing field is outweighed by the benefits of the proposal. Notwithstanding this point, a condition pertaining to the submission of a community use agreement has been attached at Sport England's request in order to ensure that the wider public benefit from the replacement of the turf pitch with the MUGA.

The proposal would not result in unacceptable harm to the amenities of neighbouring occupants or the local highway network. This application is recommended for approval subject to planning 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:

Harlington Campus (Site Location Plan)

S20-261/DWG/SP0001 Rev 04

S20-261/DWG/DP0001 Rev 03

S20-261/DWG/FP0001 Rev 03

S20-261/DWG/IP0001 Rev 02

S20-261/DWG/IP0002 Rev 01

S20-261/DWG/LM0001 Rev 01

HarlCamp-PLAN3

HARLCAMP-SPPITCH Rev B

HLS2191 Rev 5; 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 (2021).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Design & Access Statement May 2021

Ecological Appraisal 9786

OptiVision LED gen3 (Floodlight Spec Sheet) BVP528 2210/757 HGB A55-NB D9 T20 LC

Town Planning Statement May 2021

Floodlight FL11 maxi pro, asymmetrical beam PL33T, CCT 750, DALI or DMX RDM data sheet

Lighting Calculations CalcuLuX Area 7.9.0.0 15/10/21

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 Parts 1

(November 2012) and 2 (January 2020) and the London Plan (2021).

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Landscape Maintenance
 - 2.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 2.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.
3. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and the London Plan (2021).

5 NONSC Car Parking Management Plan

The Multi-Use Games Area hereby permitted shall not be brought into use until a Car Parking Management Plan and supporting Trip Generation Technical Note has been submitted to, and approved in writing by, the Local Authority Planning Authority. The Car Parking Management Plan shall show 20% of all new car parking spaces with an active electric vehicle charging point installed and with all other new car parking spaces having passive provision. Thereafter the parking shall remain for the use of the Multi-Use Games Area in accordance with the approved scheme and remain so for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020) and Policy T6.5 of the London Plan (2021).

6 NONSC Sport England

The Multi-Use Games Area hereby permitted shall not be constructed other than in accordance with Sport England Design Guidance Note "Artificial Surfaces for Outdoor Sport".

REASON

To ensure the development is fit for purpose and sustainable in accordance with policy DMCI 3 of the Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

7 NONSC Community Use

Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the Multi-Use Games Area and supporting facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The Community Use Agreement should allow community use of the facility for at least:

9am to 3pm on Mondays, Tuesdays, Wednesdays and Fridays;

9am to 12pm on Wednesdays;

8am to 4pm at weekends; and

2 hours of free use Monday to Friday for school or other agreed community groups;

The development shall not be used otherwise than in strict compliance with the approved agreement.

REASON

To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy S5 of the London Plan (2021) and Paragraph 99 of the NPPF (2021).

8 NONSC Archaeology

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policy HC1 of the London Plan (2021).

9 NONSC No additional floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in

accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020); and to protect the ecological value of the area in accordance with Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

10 NONSC Imported soils

No contaminated soils or sub soil materials shall be imported to the site. Site derived soils and imported soils for landscaping purposes shall be clean and free of contamination. All imported soils, including site derived soils allocated for re-use, shall be laboratory tested for chemical contamination and the results of this testing shall be assessed in terms of suitability for use, and a summary report by a suitably qualified person shall be submitted to the Local Planning Authority for approval.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

11 NONSC Low Emission Strategy

No development shall commence until a Low Emission Strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address, but not be restricted to, a series of clear and effective measures to encourage users to:

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) Policy SI1 and T4, and paragraph 186 of the National Planning Policy Framework (2021).

12 NONSC Construction Environmental Management Plan

Prior to development commencing, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, plant and equipment, site transportation and traffic management including routing,

signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 and DMT 7 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and Policy T7 of the London Plan (2021) and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), London Plan (2021) Policy SI1 and paragraph 186 of the National Planning Policy Framework (2021).

13 NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

REASON

To reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), London Plan (2021) Policy SI1 and paragraph 186 of the National Planning Policy Framework (2021).

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 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.

LPP D14	(2021) Noise
LPP S5	(2021) Sports and recreation facilities
LPP G2	(2021) London's Green Belt
LPP G6	(2021) Biodiversity and access to nature

LPP SI1	(2021) Improving air quality
LPP SI13	(2021) Sustainable drainage
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6.4	(2021) Hotel and leisure use parking
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMCI 6	Indoor Sports and Leisure Facilities
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

3 I70 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.

4

Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications>.

5

Given the nature of the proposed application, it is possible that a crane may be required during development. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

6

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

7

There is a possibility there may be contaminating substances present in the ground at depth. We have some limited information on nearby ground conditions. We would

therefore advise persons working on site to take basic precautions in relation to any contamination they may find. Precautions should be taken to minimise the mixing of any excavated material with clean shallow soils that are to remain on site.

You are advised this development is on a former landfill. The advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site once works are complete to minimise risk to the occupants of the site.

3. CONSIDERATIONS

3.1 Site and Locality

This site comprises a sports training ground with a club house and a number of sports pitches located on the north side of Sipson Lane, to the west of Harlington village. The proposed multi-use games area would be situated to the north of the existing buildings on site, to the west of an existing flood lit five-a-side football pitch. The buildings comprise the original two storey pavilion with single storey extensions to the north and south. The complex is surrounded by playing fields to the north and west and the William Byrd Primary School lies to the east.

The site lies within designated Green Belt and also forms part of the Hillingdon Air Quality Management Area. It also forms part of the Heathrow Archaeological Priority Zone and the western boundary of the Harlington Village Conservation Area lies some 300m to the east. The site has a PTAL rating of 1a/1b.

3.2 Proposed Scheme

The application proposes the installation of a Multi-Use Games Area (MUGA) for the use for tennis and netball (marked on the MUGA) and to be used for other sports informally. The MUGA would be surrounded around the perimeter by a 3m high chain link fence with two entrance points in the south east and north west corners of the games area. The chain link fence would be painted green.

Also proposed are 6no. 8m tall floodlights to allow for play on the MUGA to continue into the evening hours. The floodlights will also be painted green and located in each corner of the MUGA plus two halfway along the longest sides. The lights to be installed will have a built in shield that will minimise the light spill from the LED lights.

The MUGA will include drainage below the surface which will channel water away from the surface, through to a new connection to the existing drainage systems.

3.3 Relevant Planning History

17488/73/0783 Imperial Coll (Science & Tech) Sports Grn Sipson Lane Harlington
12 changing rooms, enlargement of tea room, imp. of kitchen and new boiler flue.

Decision: 08-08-1973 ALT

17488/APP/2001/2435 Imperial College Sports Ground, Sipson Lane Harlington
ERECTION OF A 140 METRE LONG, 3 METRE HIGH FENCE TO PERIMETER OF FOOTBAL

PITCH

Decision: 04-01-2002 Approved

17488/APP/2002/1914 Imperial College Playing Fields Sipson Lane Harlington
INSTALLATION OF AN AIR QUALITY MONITORING UNIT

Decision: 17-09-2002 Withdrawn

17488/APP/2002/2493 Imperial College Playing Fields Sipson Lane Harlington
INSTALLATION OF AN AIR MONITORING UNIT ENCLOSED BY 1.8 METRE HIGH TIMBER
FENCE (RETROSPECTIVE APPLICATION)

Decision: 24-12-2003 ALT

17488/APP/2004/782 Imperial College Sports Ground Sipson Lane Harlington Middx
RETENTION OF THREE SINGLE STOREY TEMPORARY BUILDINGS TO ACCOMMODATE
EXTENDED PROFESSIONAL TRAINING CENTRE FOR PERIOD OF 3 YEARS
(RETROSPECTIVE APPLICATION)

Decision: 07-09-2004 ALT

17488/APP/2010/1044 Imperial College Athletic Ground Sipson Lane Harlington
Single storey extension along the eastern elevation and relocation of car parking spaces

Decision: 17-02-2011 Approved

17488/APP/2010/2164 Imperial College, Training Ground Sipson Lane Harlington
Retention of two temporary single storey buildings and the erection of a new temporary building.

Decision: 17-02-2011 Withdrawn

17488/D/85/1263 Imperial Coll (Science & Tech)Sports Grn Sipson Lane Harlington
Mineral works - (Full)(P)

Decision: 25-11-1985 Approved

17488/G/89/0940 Imperial Coll (Science & Tech)Sports Grn Sipson Lane Harlington
Extraction of sand and gravel and backfilling with inert material and restoration to sports field and
agriculture

Decision: 02-12-1996 Approved

17488/H/89/2102 Imperial Coll (Science & Tech)Sports Grn Sipson Lane Harlington

Conversion of natural grass tennis courts to a floodlit artificial grass Hockey Pitch

Decision: 19-06-1990 Approved

17488/J/95/0854 Harlington Sports Ground Sipson Lane Harlington

Erection of a temporary portable building for use as a gymnasium

Decision: 05-07-1995 Approved

17488/P/98/1376 Harlington Sports Ground Sipson Lane Harlington

Erection of 5 temporary buildings to provide a gymnasium (retrospective application)

Decision: 23-10-1998 ALT

Comment on Relevant Planning History

4. Planning Policies and Standards

Development Plan

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)

The West London Waste Plan (2015)

The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.EM5 (2012) Sport and Leisure

PT1.EM6 (2012) Flood Risk Management

PT1.EM7 (2012) Biodiversity and Geological Conservation

PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

LPP D14 (2021) Noise
LPP S5 (2021) Sports and recreation facilities
LPP G2 (2021) London's Green Belt
LPP G6 (2021) Biodiversity and access to nature
LPP SI1 (2021) Improving air quality
LPP SI13 (2021) Sustainable drainage
LPP T4 (2021) Assessing and mitigating transport impacts
LPP T5 (2021) Cycling
LPP T6.4 (2021) Hotel and leisure use parking
EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
DMHB 11 Design of New Development
DMHB 14 Trees and Landscaping
DMEI 4 Development on the Green Belt or Metropolitan Open Land
DMEI 10 Water Management, Efficiency and Quality
DMEI 12 Development of Land Affected by Contamination
DMEI 13 Importation of Material
DMEI 14 Air Quality
DMCI 6 Indoor Sports and Leisure Facilities
DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 5 Pedestrians and Cyclists
DMT 6 Vehicle Parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **11th August 2021**

5.2 Site Notice Expiry Date:- **24th June 2021**

6. Consultations

External Consultees

Consultation letters were sent to two adjacent occupiers, the William Byrd Primary School and the Harlington Village Residents Association on 20-05-21. At the end of the consultation period one comment had been received that can be summarised as:

Concerned about the relocation of the topsoil to the south field which may encourage more foxes,

resulting in an increase in fox activity and subsequent rummaging through household waste/littering. Request that ICL consider recycling the topsoil or situate far north of the proposed MUGA at the northeast boundary between ICL and adjacent land.

HEATHROW AIRPORT

We have now assessed the below application against safeguarding criteria and can confirm we have no safeguarding objections to the proposed application. However, we would like to make the following observation:

Cranes

Given the nature of the proposed application, it is possible that a crane may be required during development. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

GREATER LONDON ARCHAEOLOGICAL SERVICE (GLAAS)

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Heathrow Area.

If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The application site is located within the archaeological priority area (APA) for the Heathrow Area, which indicates the presence of large scale Neolithic, Bronze Age and Early Medieval activity. Surrounding the site, previous investigations have found evidence of human activity dating from the Mesolithic period onwards. This evidence has included field systems, pits, gullies and find scatters.

To the west of the site, an archaeological evaluation in 1993 recorded a scatter of prehistoric struck flints and pottery within the topsoil. The proposed development would include the stripping of topsoil, down to c.250mm, as well as the excavation of drainage channels. Based on evidence for surrounding sites, it is likely that this development may encounter prehistoric finds within the topsoil, with the potential for encountering archaeological features during the excavation of drainage channels.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. I therefore recommend attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199.

I envisage that the archaeological fieldwork would comprise the following:

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

An archaeological watching brief should monitor the stripping of the topsoil and excavation of drainage channels.

NATURAL ENGLAND

Natural England has no comments to make on this application.

SPORT ENGLAND

Thank you for consulting Sport England on the above planning application. The site is considered to constitute playing field, or land last used as playing field, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). As such Sport England is a statutory consultee.

Sport England has sought to consider the application in light of the National Planning Policy Framework (particularly Para. 97) and against its own playing fields policy. Unfortunately there is insufficient information to enable Sport England to adequately assess the proposal or to make a substantive response. Please therefore could the following information be provided as soon as possible:

The Multi-Use Games Area (MUGA) is proposed on an area of playing field that may have been marked for football and cricket in the past however the submission is lacking existing and proposed site pitch layouts for both summer and winter sports. As a result Sport England is currently unable to assess the merits of the proposed MUGA against any potential harm, if there is any, to the loss of the playing field and other sports. Could the applicant, therefore, please submit plans that demonstrate that the pitches that have been marked on the site over the last 4/5 years can still be marked once the proposed MUGA is in situ?

There is limited detail on the design of the proposed MUGA therefore could the applicant please confirm the proposed MUGA and ancillary facilities such as sports lighting would be designed and constructed in accordance with Sport England guidance?

The Planning Statement indicates that the proposed MUGA would "not be readily available for hire from members of the public". This statement appears to suggest that there would not be community use but does not outright confirm it. In order for Sport England to understand the potential benefits of the proposal for sport as whole could the applicant please confirm categorically whether there would be community use of the facility and the extent of this community use? Community use of the facility would be a significant factor as to whether Sport England would consider the proposal beneficial for sport.

Sport England's interim position on this proposal is to submit a holding objection. However we will happily review our position following the receipt of all the further information requested above. As I am currently unable to make a substantive response, in accordance with the Order referred to above, the 21 days for formally responding to the consultation will not commence until I have received all the information requested above.

Should the local planning authority be minded to grant planning permission for the proposal, contrary to Sport England's holding objection, then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State, via the National Planning Casework Unit.

Case Officer's comments:

Lengthy discussions have taken place between the application team, the case officer and Sport England. Following these discussions the applicant has increased their proposed level of community use and resolved matters such as floodlighting meeting LTA standards.

SPORT ENGLAND further comments:

As highlighted previously, it is understood that the site forms part of, or constitutes a playing field, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (NPPF) (in particular Para. 99), and against its own playing fields policy, which states:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

all or any part of a playing field, or

land which has been used as a playing field and remains undeveloped, or

land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

Sport England's Playing Fields Policy and Guidance document can be viewed via the below link:

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy

Sport England Assessment

The application seeks to construct a Multi-Use Games Area (MUGA) with sport lighting on playing field. According to aerial photographs this area of playing field has formed part of a cricket outfield, contained a football pitch and training squares over the past few years. Notwithstanding aerial photographs the applicant has indicated that this area has not been utilised fully for formal sport recently. It does appear that the cricket wicket has disappointingly been taken out of use/not been maintained recently.

The MUGA is proposed to expand the range of sports offered for students at the site and some community use is proposed during the day of most weekdays and at weekends. Although this is not for the entire peak period for community use the applicants have indicated that QPR, who train at the site, dictate that community use of the site should be limited. In this respect, Sport England will take a pragmatic view when considering the benefits of community use offered, especially as the facility would be available for community use for most of the weekend and it has been indicated the extent of community would be reviewed with a view to extend availability to the public. A Community Use Agreement (CUA) should be submitted to ensure the community use offered is secured in the long term. Sport England would be happy for this to be addressed via a planning condition.

In relation to design, it is not clear from the submission that the facility would be constructed in line with Sport England guidance however the proposed sports lighting has been amended to ensure the illumination meets LTA/Sport England guidance.

Overall, Sport England is content that the application proposes a facility that expands the offer of sports at the site and would be available for community use as well as student use. On the basis that it is designed and constructed in accordance with Sport England guidance and a CUA is submitted then Sport England considers that the proposed development would be of sufficient benefit to the development of sport to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

Conclusions and Recommendation

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet Exception 5 of the above policy. The absence of an objection is subject to the following condition(s) being attached to the decision notice should the local planning authority be minded to approve the application:

01) The Multi-Use Games Area hereby permitted shall not be constructed other than in accordance with Sport England Design Guidance Note "Artificial Surfaces for Outdoor Sport"

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy.

02) Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the Multi-Use Games Area and supporting facilities and

include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The Community Use Agreement should allow community use of the facility for at least:

9am to 3pm on Mondays, Tuesdays, Wednesdays and Fridays;

9am to 12pm on Wednesdays;

8am to 4pm at weekends; and

2 hours of free use Monday to Friday for school or other agreed community groups;

The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

Informative: Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications>.

Should the conditions recommended above not be imposed on any planning consent, Sport England would consider the proposal to not meet exception 5 of our playing fields policy, and we would therefore object to this application.

If you wish to amend the wording of the recommended condition(s), or use another mechanism in lieu of the condition(s), please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

There is a free online resource from Sport England (Use Our School) that offers further guidance and information for Local Authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; www.sportengland.org/useourschool

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

Internal Consultees

HIGHWAYS

The applicant has submitted a Transport Statement (TS) dated April 2021, which the HA has assessed and found the methodology and assumptions made not acceptable for the following reasons and comments:

The MUGA will accommodate for 3 tennis courts and 2 netball courts, both of which are not currently available at the site, and so will be an addition to the existing uses on site.

Whilst the TS has not clearly stated what the actual existing number of car parking spaces are on site it does state: It is given that 125 car parking spaces, as existing, are suitable for proposed site operations, this does not clarify the actual number (formal) car parking spaces on site, potentially the actual number of spaces could be less.

The site has a very poor PTAL rating of 1b, validating the relative isolation of the site from public transport services which gives rise to a higher dependency on the ownership and use of private motor transport.

In the TS it states "for robustness of this assessment the TRICS category 'Tennis Clubs' has been used to generate trip rates as the most comparable land use within the database" - the HA would disagree with this statement for the following reasons:

Netball is a ball sport played by two teams of seven players, resulting in at least 14 players per pitch and with 2 pitches there would be at least 28 players attending (not including visitors/spectators), whereas in tennis the most that can play on any court would be 4, given there are 3 courts a maximum of 12 players can play at any one time.

Furthermore, the sites used from TRICS are not comparable, all the sites used are located within residential areas therefore likely to have a significant portion of people walking to the centres, in contrast the application site is in isolated location around half a kilometre from the residential area. Therefore, the TS use of the following daily modal split of trips:

Car Driver - 60.3%, Car Passenger - 20.2%, Pedestrian - 16.9% and the statement 'The pedestrian connections still provide the opportunity to travel to and from the Sports Club by means other than private car' are not considered to be accurate/acceptable for this site, greater car trips are likely with a lot less pedestrian mode.

Also in the TS it states: Whilst netball training/games involve a greater level of participants than tennis, it is considered that daily levels of trip generation will be comparable owing to tennis courts being in more continuous use. The demand reaches its peak during the 1800-2000 period. The critical stage of car park accumulation is when there is an overlap of people attending to participate in the following period of game when potentially the car park will have vehicles of the 14 playing on site and those 14 coming to play in the next booking. Not forgetting the other uses also have an overlap stage too.

The TS concludes:

Peak MUGA parking demand will add 10 vehicles onto the existing vehicular car parking accumulation.

The site will experience a peak parking demand of 114 parking spaces, combining the existing peak demand of 104 parking spaces and the additional 10 associated to the MUGA proposal. On this basis it is concluded that the existing car park on site can accommodate the demand of the MUGA scheme.

For reasons outlined in the above paragraphs the assumptions and methodology used as the basis of the assessment in the TS and its conclusion are considered to be deficient and therefore unacceptable.

Ideally the applicant should have undertaken on site car parking surveys to establish the actual usage of the existing car park, however it is accepted that due to covid restrictions this is not possible, but given the TRICS data is not comparable and the assumptions on modal split of trips unreliable, the applicant should have investigated alternative practice to establish a more reliable and realistic method to establish the parking demand and its impact.

The applicant has also not looked at how the vehicle impact/parking demand for the proposed development could be mitigated by promoting/offering sustainable measures.

Conclusion:

Given the existing site-specific highway conditions, the HA does not expect the proposed development (low or high trip rates) to result in any significant detrimental impact on the operation of the local highway network.

The main concern the HA has relates to the spare capacity (if any) of the existing car park to accommodate the parking demand from the proposed development and could lead to vehicles queuing back onto the highway at peak times which will interfere with the free flow of traffic and be prejudicial to highway safety, contrary to Policy DMT6, the London Plan and the NPPF.

The assessment is not based on the "worst case scenario" as identified in the HA's comments above.

Given the low level of accessibility (PTAL level 1b) travel to the site will be coming from distant locations which is likely to be all by car, and nothing in the TS has shown how this will be tackled, no travel plan, no coach/mini-bus parking bays, etc.

A revised and robust Transport Statement and Travel Plan are required, some additional aspects to take account are:

- Review of traffic regulation orders in the vicinity of the site and whether additional measures are required;
- Evidence that facility serves a local catchment where travel by sustainable means is possible;
- Sustainable travel initiatives;
- The level of car parking/cycle parking to be provided will be considered in accordance with the relevant parking standards as set out in policy DMT6 and the London Plan. Any deviation from standards will need to be justified.
- Disabled parking bays to be provided. Electric car charging facilities to be provided in line with London plan.
- In respect of cycle parking the provision and cycle store layout should be in accordance with the London Plan (2021) and shown on the deposited plans with annotated dimensions demonstrating how the cycle store meets the required standards.

In conclusion, the applicant has failed to demonstrate that the parking demand resulting from the proposals, would not have an unacceptable impact upon road safety, parking stress and the free flow of traffic in the vicinity of the site.

Recommendation - Refuse

Reasons for Refusal:

The applicant has failed to demonstrate a satisfactory policy-led approach to the developments car parking provision and its impact because the information, methodology and assessments are considered to be deficient and substandard, therefore the proposed development would lead to a detrimental overspill of parking onto the local highway and would give rise to conditions contrary with and prejudicial to the safety of road users and would thereby conflict with Policy DMT6 and the London Plan policy T6.

Case Officer comments:

The above Highways objection was provided to the applicant. Further details were then provided (email dated 27/7/21) which advised that there are 125 car parking spaces on the site. This includes approximately 73 formal spaces. An alternative approach to trip generation was proposed using '5-a-side football' and apply a factor of 3 pitches to reflect circa 30 players on the MUGA at any one time. This would equate comparably with the maximum 28 players attending netball games. In respect of disabled and EV bays, no changes are proposed to overall parking supply and therefore there is no associated provision of disabled parking bays or EV facilities.

HIGHWAYS Revised comments -16/8/21

The applicant has acknowledged the HA comments and in order to address them an alternative approach has been suggested by the applicant to "use a TRICS output for '5-a-side football' and apply a factor of 3 pitches to reflect circa 30 players on the MUGA at any one time. This would

equate comparably with the maximum 28 players attending netball games. The attached output (Ref: TRIPRATE14591) has been generated based on 3 survey sites with comparable accessibility credentials to the application site. The views of the Highway Authority are welcomed on these trip rates."

In view of the limited options available for reasons outlined in the HA's previous comments and by the applicant in their supportive email dated 27 July 2021, the alternative approach as described in the para above is deemed to be acceptable, consequently a detailed analysis of the developments parking demand/impact will be required including a worst case scenario of the coincidental car parking accumulation.

Case Officer comments:

Following further discussions regarding the level of parking available the following comments have been received:

HIGHWAYS Final comments

As already stated in comments dated 16th August 2021 the Highway Authority considers that with regard to car parking provision the 'information, methodology and assessments are considered to be deficient and substandard' - the applicant has failed to demonstrate that the proposed development would not lead to an overspill of parking onto the local highway which would be prejudicial to the safety of road users and would thereby conflict the published London Plan (2021) Policy T6 Car Parking.

However, these outstanding concerns could be addressed by way of a planning condition. If the Local Planning Authority were to recommend the application for approval the Highway Authority would require that a Parking Management Plan is submit to the Highway Authority for approval prior to any works commencing on site. This Parking Management Plan should outline the measures that would be taken to guarantee that the supply of car parking available on site is able to always cater for demand.

To be sure that the Parking Management Plan is fit for purpose the Highway Authority would also require a Technical Note is provided that contains convincing trip generation and parking accumulation information, it will be against this Technical Note that the Parking Management Plan would be evaluated. The Parking Management Plan should explain how car parking demand would be catered for on-site at all times, this may include measures to increase the supply or measures to reduce demand or a mixture of both.

The Car Parking Management Plan should also set out how many disabled car parking spaces would be provided. The published London Plan (2021) Policy T6.5 Non-residential disabled persons parking require that this should be calculated by referring to Sports England guidance.

The Highway Authority also requires a condition stating that 20% of all new car parking spaces should have an active electric vehicle charging point installed with all other remaining spaces having passive provision.

Subject to the above there are no highway objections to this proposal.

LANDSCAPE ARCHITECT

This site is occupied by an area of mown/improved grassland to the north of the sports pavilion and car park which are located on the eastern edge of the sports pitches, situated on the north side of Sipson Lane. The site lies approximately 400 metres to the west of Harlington Village. The site lies within designated Green Belt. There are no TPO's or Conservation Area designations affecting the site. Harlington Village Conservation Area lies to the east. These comments are made without the benefit of a recent site visit.

The application proposes to install a MUGA, measuring 48.77 x 36 metres, enclosed by 3 metre high fencing. 6 x LED floodlights will be installed on 8 metre high columns. The planning statement refers to the need for timing controls on the floodlighting of the facility, to prevent late night use and visual intrusion for human receptors in Harlington Village. Floodlighting in rural areas is known to be detrimental to bats and night-flying insects and the luminaires should be hooded and directional to prevent light spillage and pollution of the night sky. The specification and colour of the above ground structures (fencing, light columns) should be as visually recessive as possible, the details of which should be conditioned. Topsoil will be stripped to a depth of approximately 250mm in order to construct the pitch, with the arising incorporated into the field to the south of Sipson Lane. This equates to approximately 440m³ topsoil to be accommodated off-site. Details of the soil deposition within the landscape should be conditioned. According to the London Plan and Hillingdon's planning policies, development should be accompanied by landscape/green infrastructure and ecological enhancement.

Subject to the acceptability of the installation within the Green Belt, there is no objection subject to the above comments and conditions COM9 (parts 1,2,4 and 5).

CONTAMINATED LAND OFFICER

1. The area of proposed works is recorded on our GIS as a former landfill which was in use receiving construction waste between 1987-1992.
2. Previous investigations, at the nearby developed area of land (directly south from the proposed MUGA), have identified low concentrations of landfill gas.
3. It is understood that ground works involving soil movements would be a requirement to reduce the levels of land by approximately 250mm where the proposed MUGA would be located.
4. I recommended all excavated soils which would remain on site for re-use, including any imported soils, for landscaping should be laboratory tested in order to assess their suitability for use; in which case I would recommend the following condition and informative to be imposed accordingly

Imported Materials Condition

No contaminated soils or sub soil materials shall be imported to the site. Site derived soils and imported soils for landscaping purposes shall be clean and free of contamination. All imported soils, including site derived soils allocated for re-use, shall be laboratory tested for chemical contamination and the results of this testing shall be assessed in terms of suitability for use, and a summary report by a suitably qualified person shall be submitted to the Local Planning Authority for approval.

Reason

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

Contamination Informative

There is a possibility there may be contaminating substances present in the ground at depth. We have some limited information on nearby ground conditions. We would therefore advise persons working on site to take basic precautions in relation to any contamination they may find. Precautions should be taken to minimise the mixing of any excavated material with clean shallow soils that are to remain on site.

You are advised this development is on a former landfill. The advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site once works are complete to minimise risk to the occupants of the site.

AIR QUALITY

The proposed development is located with its access directly to and from the Harlington Focus Area,

bringing additional air pollutant emissions which will add to current likely exceedances.

As per the London Plan (2021) and the LBH Air Quality Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

The LBH Air Quality Action Plan 2019-2024 has been produced as part of the LA duties to manage local air quality. It includes measures that address the requirement to improve air quality within Focus Areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality positive, especially within sensitive areas, actively contributing to reduce pollutant emissions to the atmosphere.

Air Quality conditions are required to develop and implement a Low Emission Strategy and manage construction emissions.

Condition Air Quality - Low Emission Strategy

No development shall commence until a Low Emission Strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to a series of clear and effective measures to encourage users to

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) Policy SI1 and T4, and paragraph 186 of the National Planning Policy Framework (2021).

Condition - Reducing Emissions from Demolition and Construction

Prior to development commencing, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 and DMT 7 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and Policy T7 of the London Plan (2021) and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), London Plan (2021) Policy SI1 and paragraph 186 of the National Planning Policy Framework (2021).

Condition Air Quality - Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), London Plan (2021) Policy SI1 and paragraph 186 of the National Planning Policy Framework (2021).

The proposed development is within an Air Quality Management Area and will affect identified Air Quality Focus Areas. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by Local Plan Part 2 Policy DME1 14.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the Green Belt and has a long history of being used to provide outdoor sports, including as a training ground by Queens Park Rangers Football Club.

Green Belt

The NPPF (2021) at paragraph 137 advises that Green Belts are of great importance and their fundamental aim is to "prevent urban sprawl by keeping land permanently open". Paragraph 147 goes on to advise that "inappropriate development is by definition, harmful to the Green Belt and should not be approved except in very special circumstances". The NPPF at paragraph 149 does advise that the construction of new buildings should be regarded as inappropriate but then goes on to list the limited exceptions, including:-

'b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;'

Policy G2 of the London Plan (2021) and Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMEI 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) largely re-emphasise national policy, with a main emphasis being on the resistance of inappropriate development.

It is therefore considered that the proposal represents appropriate development within the Green Belt and that 'very special circumstances' do not need to be demonstrated.

IMPACT ON THE PLAYING FIELDS AND PROVISION OF ENHANCED SPORTS FACILITIES AND COMMUNITY BENEFITS

The proposed development would result in alterations to the layout of the site, which would affect playing field provision. Paragraph 99 of the NPPF (2021) states that:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss."

Policy S5 of the London Plan (2021) seeks to retain existing playing fields unless (among other criteria) the loss resulting from the proposed development would be replaced by equivalent or other better provision in terms of quantity and quality in a suitable location or the development is for an alternative sports and recreational provision and the benefits of which clearly outweigh the loss of current and former use.

Policy DMCI 1A of the Local Plan: Part Two (2020) requires consideration of the impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.

Further to the above, Sport England's 'Playing Fields Policy' states that 'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field, unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

The five specific exceptions are identified as follows:

1. 'A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.'
2. 'The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.'
3. 'The proposed development affects only land incapable of forming part of a playing pitch and does not:
 - reduce the size of any playing pitch;
 - result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
 - reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
 - result in the loss of other sporting provision or ancillary facilities on the site; or
 - prejudice the use of any part of a playing field and any of its playing pitches.'
4. 'The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.'

5. 'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

The proposed development would present a loss of a proportion of the playing field and the replacement of a turf pitch with an artificial MUGA therefore Sport England are required to be consulted. The London Borough of Hillingdon does not have a Playing Pitch Strategy which would be referred to in order to determine whether there is a surplus in the availability of turf pitches within the borough which could be used. Furthermore there is no specific data which would allow officers to assess the usability of the turf pitches across each year over specific period which would be useful in determining whether there is a need for artificial grass pitches to increase the level of all year round outdoor sports provision. Sport England recognise that the absence of such information place the emphasis on the applicant to provide a robust argument for both the replacement of the turf pitch and the partial loss of the playing field.

It is common for Sport England to object to the partial loss of a playing field, however in commenting on the proposal Sport England have challenged the applicant to provide additional information and assurances over the level of public access that will be available to the MUGA. Following lengthy discussions Sport England states it is willing to take a "pragmatic" approach to the partial loss of the playing field to facilitate the MUGA providing a community use agreement is submitted and approved by the local planning authority which secures the level of public availability of the pitches. It is recommended that a condition be attached to any grant of planning consent to secure such an agreement.

7.02 Density of the proposed development

Not relevant to the determination of the application.

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

Policy DMHB 9 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states memorials and their wider settings will be protected, and there is a general presumption in favour of their retention in situ. They should be well maintained and their alteration, removal or sensitive relocation will only be considered when fully justified within a Heritage Statement.

Policy DMHB 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

Policy HC1 of the London Plan (2021) states that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.

There are no Conservation Areas, Listed Buildings or Areas of Special Local Character within the vicinity. Harlington Village Conservation area is approximately 400m to the east

and would not be impacted upon by the proposals given the development proposed and the intervening buildings. Notwithstanding this point the Council is aware the the adjacent cemetery accommodates a number of commonwealth war graves for which the setting should be preserved. A site visit was undertaken by the Case Officer and none were found along the boundary shared with the application site or any of the view points from within the cemetery. As such the development would not result in an adverse impact to the setting on the heritage assets.

The application site forms part of the Heathrow Archaeological Priority Zone and Historic England's Greater London Archaeological Advisory Service (GLAAS) has been consulted on the proposals. GLAAS have raised no objections subject to the attachment of an appropriate condition and informative, which are recommended to be attached to any approval of the proposals.

7.04 Airport safeguarding

Policy DMAV 1 of the Local Plan: Part Two (2020) notes that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the relevant airport operators on proposals in safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

Heathrow Airport Ltd have been consulted on the current proposals confirmed that they have no objections. An informative is recommended regarding the use of cranes during construction.

As such the proposal is considered to be acceptable and in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.05 Impact on the green belt

This issue has been addressed in part 7.01 of the report. It is considered that the proposal represents appropriate development within the Green Belt and that 'very special circumstances' do not need to be demonstrated. The development is deemed to be in accordance with the NPPF (2021), Policy G2 of the London Plan (2021), Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMEI 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.07 Impact on the character & appearance of the area

Policies D1-D3 of the London Plan (2021) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The policies set out a range of urban design principles relating to the quality of public realm, the provision of convenient, welcoming and legible movement routes and the importance of designing out crime by, in particular, maximising the provision of active frontages and minimising inactive frontages and improving permeability and overlooking.

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability

and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

Policy DMHB 12 of the Local Plan: Part Two (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The proposal to install a MUGA does not give rise to any significant design issues. The visual impact of the fencing has been minimised through the colour selection and it is recommended that a landscaping condition be attached to any approval. The level of floodlighting has been designed to meet the Lawn Tennis Association requirements and it is recommended that a condition be attached to any approval to ensure the use of the floodlights is kept to a minimum and no additional floodlighting can be added without consent.

7.08 Impact on neighbours

Policy DMHB 11 (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

There are no residential properties within the immediate vicinity of the proposed development and the nearest residential properties would be separated from the proposed MUGA by over 200m. It is therefore not considered that the proposal would result in an over dominant form of development, or that there would be a material loss of privacy, daylight or sunlight to surrounding properties which would detract from the amenities of neighbouring occupiers, in compliance with the above mentioned policies and relevant design guidance.

As regards noise, this would need to be considered in the light of the existing sports use made of the site and therefore, the more significant impacts would be likely to arise from any material increase in the intensity of use made of the site, particularly if any extended hours of use was combined with potential light spillage.

As stated above it is recommended that a condition be attached to any approval to ensure that no additional floodlighting can be added without consent.

7.09 Living conditions for future occupiers

Not relevant to the determination of the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) sets maximum car parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'.

Policy T6.5 of the London Plan (2021) sets out the requirements for non-residential disabled persons parking.

The Council's Highways Officer has reviewed the proposals and entered lengthy

discussions with the applicant to secure accurate information of the likely trips generated by the proposal. This is particularly important given the low PTAL rating of the site (1a/1b) and therefore the likely reliance on the use of the private car. It has been agreed that accurate details can be provided comparing the proposed MUGA pitches to '5-a-side' football pitches rather than to tennis pitches as originally proposed. The Council's Highways Officer has considered the existing parking levels on the site and raises no objection to the Multi-Use Games Area proposed, subject to a Car Parking Management Plan and supporting Trip Generation Technical Note being secured by condition to ensure sufficient parking is available. The Car Parking Management Plan shall show 20% of all new car parking spaces with an active electric vehicle charging point installed and with all other new car parking spaces having passive provision. It is recommended that this condition be attached to any grant of planning consent.

7.11 Urban design, access and security

Comments relating to Urban Design are covered within sections 7.1 and 7.5 of this report.

7.12 Disabled access

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- vii) deliver proposals which incorporate the principles of inclusive design.

No accessibility concerns are raised as a result of the proposals.

7.13 Provision of affordable & special needs housing

Not relevant to the determination of the application.

7.14 Trees, landscaping and Ecology

Landscaping

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings.

Policy DMHB 14 of the Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

There are no TPO's or Conservation Area designations affecting the site and there is no vegetation that would be impacted by the proposals. The application has been assessed by the Council's Landscape Architect who has stated that the main impact to the visual amenity would be from the proposed floodlighting and fencing. No objection has been raised to the proposal providing a condition pertaining to landscaping enhancements and restriction on additional floodlighting are attached to any grant of planning consent.

Ecology

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The application is supported by an Ecology Appraisal which notes that the site is not subject to any statutory or non-statutory designations. Furthermore, the nearest such sites are considered to be sufficiently removed and buffered from the site to be unaffected by the proposed development. The site comprises amenity grassland which is subject to frequent management and is of negligible ecological value.

The application has been assessed by the Council's Landscape Architect who has stated that the main impact to the ecology would be from the proposed floodlighting. As above, no objection has been raised to the proposal providing a condition pertaining to landscaping enhancements and restriction on additional floodlighting are attached to any grant of planning consent.

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) states that development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

This is supported by policy EM11 of the Local Plan: Part 1 - Strategic Policies (November 2012).

Given the proposed use of the site there are unlikely to be additional delivery and servicing movements associated with the MUGA. Any servicing and refuse movements will be managed in the same manner as the wider site.

7.16 Renewable energy / Sustainability

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

There is no heating or water supply. As such it is not considered that an Energy Statement is required to support the application. Given the proposed use of the site there are no sustainability concerns associated with the proposed MUGA.

7.17 Flooding or Drainage Issues

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The application site is identified as being within Flood Zone 1 as such the development area is at low risk of flooding from surface water, which happens when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.

The proposed development will include the creation of a MUGA with new fencing. The Council's Flood and Water Management Officer has been consulted on the proposals and no objection has been received.

7.18 Noise or Air Quality Issues

Noise

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

It is considered that the proposal would not give rise to any additional noise issues of concern.

Air Quality

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy 7.14 of the London Plan (March 2016) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

- i) be at least "air quality neutral";
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
- iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is within an Air Quality Management Area and adjacent to an Air Quality Focus Area. The Council's Air Quality Officer has reviewed the submitted details and raises no objection to the proposal subject to conditions requiring a Low Emission Strategy, Construction Environmental Management Plan and control of construction machinery emissions. It is recommended that these conditions be attached to any grant of planning consent.

7.19 Comments on Public Consultations

Where the comments raised through the public consultation process are material planning considerations they have been discussed within the relevant sections of this report. With regard to the comments raised regarding the movement of soil, there is little evidence to suggest that the works would result in increased wildlife/fox activity and planning policy encourages ecological improvements.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) relates to securing planning obligations to supplement the provision 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 policy is supported by more specific supplementary planning guidance.

No Planning Obligations are sought.

Community Infrastructure Levy

The proposal is not liable for the London Borough of Hillingdon CIL nor the Mayor of London's CIL.

7.21 Expediency of enforcement action

None

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

The Council's Contaminated Land Officer has reviewed the proposal and raises no objection subject to a condition ensuring no contaminated soils are imported into the site. It is recommended that this condition be attached to any grant of planning consent.

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 application proposes the installation of a Multi-Use Games Area (MUGA) for tennis and netball (marked on the MUGA) and to be used for other sports informally.

There is significant policy support for the enhancement and construction of sports facilities at national, regional and local level. Furthermore the London Plan also provides in principle support for proposals which support London's higher education institutes.

The application site is located within the Green Belt therefore an assessment against the relevant Green Belt policies has been undertaken to ensure that either the development is considered to be appropriate or the proposed harm is outweighed by the benefits of the scheme. It is acknowledged that the replacement of the pitch would comply with

paragraph 145 exception b) within the NPPF and is therefore considered to be appropriate development.

The proposal would result in a loss of part of the playing field in order to accommodate the MUGA. Sport England have reviewed the proposals and taken a pragmatic approach by stating the harm caused by the loss of the playing field is outweighed by the benefits of the proposal. Notwithstanding this point, a condition pertaining to the submission of a community use agreement has been attached at Sport England's request in order to ensure that the wider public benefit from the replacement of the turf pitch with the MUGA.

The proposal would not result in unacceptable harm to the amenities of neighbouring occupants or the local highway network. This application is recommended for approval subject to planning conditions.

11. Reference 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)
The West London Waste Plan (2015)
The London Plan (2021)
The National Planning Policy Framework (NPPF) (2021)

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**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Imperial College,
Sipson Lane**

Planning Application Ref:

17488/APP/2021/1971

Scale:

1:3,000

Planning Committee:

Major

Date:

December 2021

**LONDON BOROUGH
OF HILLINGDON**
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