

London Borough of Hillingdon
Unitary Development Plan
(adopted 1998)
Saved Policies
27th September 2007



HILLINGDON
LONDON



INVESTOR IN PEOPLE

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5. BUILT ENVIRONMENT

Introduction

5.1 Although a large part of the Borough is open countryside, the majority has been developed. This chapter of the Plan is concerned with those aspects of planning which relate to the appearance of the built environment. LPAC's Strategic Advice and RPG3 (1996) place considerable emphasis on the quality of the physical environment and the need to ensure that London as a whole becomes a more attractive place in which to live. The ways in which planning controls can be used to promote good standards of building design are guided by advice issued by the Department of the Environment. The policies put forward in this chapter seek to follow this advice and provide a framework within which the Local Planning Authority can improve the quality of the environment without inhibiting imaginative or creative building design. Equally importantly they are designed to retain the desirable legacies of the past such as the historic centres and villages while promoting change and improvement for those areas requiring it.

Archaeological Sites

5.2 Archaeological remains constitute the principal surviving evidence of the Borough's distant past but are a finite and fragile resource very vulnerable to modern development and land use. Once removed, that part of the Borough's physical past is lost forever. The Council considers that Hillingdon's archaeology is a community asset and that its preservation is a legitimate objective against which the needs of development must be balanced and assessed. This is confirmed in government guidance (PPG16, para 15). The destruction of archaeological remains should be avoided wherever possible and should never take place without prior archaeological excavation and record.

5.3 Scheduled Ancient Monuments are protected under the Ancient Monuments and Archaeological Areas Act, 1979 and the consent of the Secretary of State is required for any works that may affect such features. Under the Town and Country Planning General Development Order 1988 local authorities are also required to notify English Heritage of any applications for planning permission which might affect a scheduled Ancient Monument. The five scheduled Ancient Monuments in the Borough are:-

- the Ruislip Motte and Bailey;
- Manor Farm Moat, off Long Lane, Ickenham;
- the moated site by River Pinn off Copthall Road West;
- Brackenbury Farm Moated Site, Breakspear Road South; and
- the Barn at Manor Farm, Harmondsworth.

BE4 NEW DEVELOPMENT WITHIN OR ON THE FRINGES OF CONSERVATION AREAS WILL BE EXPECTED TO PRESERVE OR ENHANCE THOSE FEATURES WHICH CONTRIBUTE TO THEIR SPECIAL ARCHITECTURAL AND VISUAL QUALITIES; DEVELOPMENT SHOULD AVOID THE DEMOLITION OR LOSS OF SUCH FEATURES. THERE WILL BE A PRESUMPTION IN FAVOUR OF RETAINING BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF A CONSERVATION AREA. APPLICATIONS FOR PLANNING PERMISSION SHOULD CONTAIN FULL DETAILS, INCLUDING SITING AND DESIGN, OR REPLACEMENT BUILDINGS. APPLICATIONS FOR CONSENT FOR DEMOLITION WILL DEPEND UPON THE SUBMISSION AND APPROVAL OF SUCH DETAILS.

Areas of Special Local Character

5.9 The Local Planning Authority's policies for safeguarding the amenity of residential areas in general are set out below (policies BE19-BE24). There are, however, particular Areas of Special Local Character in the Borough, which contain certain elements of character and identity which the Local Planning Authority wishes to preserve. The Council has so far designated nine Areas as shown on the Proposals Map: the Garden City Estate, West Drayton; Hillingdon Court Park area; the Gate Hill Farm Estate, Northwood; the Copsewood Estate, Northwood; Eastcote Park Estate; Midcroft, Ruislip; Dene Road, Northwood; Moat Drive, Ruislip and Central Avenue, Hayes. The Areas are subject to Policies BE5 and BE6 to ensure new development is of a similar scale and reflects the materials, design features, architectural style and building heights predominant in the area.

BE5 WITHIN AREAS OF SPECIAL LOCAL CHARACTER NEW DEVELOPMENT SHOULD HARMONISE WITH THE MATERIALS, DESIGN FEATURES, ARCHITECTURAL STYLE AND BUILDING HEIGHTS PREDOMINANT IN THE AREA. EXTENSIONS TO DWELLINGS SHOULD RESPECT THE SYMMETRY OF THE ORIGINAL BUILDINGS.

5.10 In addition to Policy BE5 the following policy will be applied in the Gate Hill Farm and Copsewood Estates, Northwood.

BE6 WITHIN THE AREAS OF SPECIAL LOCAL CHARACTER AT GATE HILL FARM AND COPSEWOOD ESTATES FENCING SHOULD BE UNOBTRUSIVE AND IN MATERIALS APPROPRIATE TO THE CHARACTER AND APPEARANCE OF THE ESTATE, NEW HOUSES SHOULD:-

- (i) BE CONSTRUCTED ON BUILDING PLOTS OF A SIMILAR AVERAGE WIDTH AS SURROUNDING RESIDENTIAL DEVELOPMENT; AND**
- (ii) BE CONSTRUCTED ON A SIMILAR BUILDING LINE (FORMED BY THE FRONT MAIN WALLS OF EXISTING HOUSES) AND BE OF A SIMILAR SCALE, FORM AND PROPORTION AS ADJACENT HOUSES; AND**

- (iii) **REFLECT THE MATERIALS, DESIGN FEATURES AND ARCHITECTURAL STYLE PREDOMINANT IN THE AREA AND SUFFICIENT ARCHITECTURAL VARIETY MUST BE ACHIEVED WITHIN NEW DEVELOPMENT IN ORDER TO RETAIN THE AREAS' CHARACTERISTICS OF LARGE INDIVIDUALLY DESIGNED HOUSES.**

5.11 In the Copsewood Estate and surrounding area most trees are protected by Tree Preservation Orders. These cover trees in the large properties on the south side of Ducks Hill Road, a busy major traffic route. Many of the long rear gardens to these properties are being considered for backland development, but for reasons of local road safety these should not result in additional points of vehicular access to Ducks Hill Road.

BE7 SCHEMES OF DEVELOPMENT ON THE SOUTH-EAST SIDE OF DUCKS HILL ROAD WILL BE EXPECTED, WHEREVER PRACTICABLE, TO RETAIN AND REINFORCE EXISTING LANDSCAPING CLOSE TO AND ALONG THE BOUNDARY WITH THE COPSEWOOD ESTATE. NO ADDITIONAL VEHICULAR ACCESS POINTS WILL BE PERMITTED ALONG DUCKS HILL ROAD.

Listed Buildings

5.12 PPG15 para. 3.3 sets out a statement of national policy for Listed Building Consent: 'There should be a general presumption in favour of the preservation of listed buildings, except where a convincing case can be made out, against the criteria set out in this section for alteration or demolition.' Policies BE8, BE9 and BE10 relate to matters regarding listed buildings where a development control decision is required to be taken. PPG15 paras. 2.4 - 2.5 also advocates the adoption of supplementary planning guidance to cover conservation policies which have no bearing on issues of development control. As part of the implementation of the Plan, the Local Planning Authority will seek to prepare such supplementary planning guidance to cover instances of development which would not require planning permission but might need Listed Building Consent. Although many buildings in the Borough date from the twentieth century, a number have survived from earlier periods. Many of them have important historic associations or an appearance, either individually or as a group, which contribute in a significant way to the townscape or character of the local area. The Department of the Environment compiles a statutory list of such buildings, classified in grades to show their relative importance, of which there are 440 in the Borough. The fact that a building is on the statutory list does not mean that it will be preserved intact in all circumstances. 'Listed Building Consent' is required from the Local Planning Authority for any proposed alterations, and is subject to direction from the Historic Buildings and Monuments Commission ('English Heritage'). The Local Planning Authority also maintains a 'local list' which comprises other buildings which because of their architectural style or historic interest, make a valuable contribution to the

BE12 STATUTORY LISTED BUILDINGS AND OTHERS OF ARCHITECTURAL OR HISTORIC INTEREST SUCH AS THOSE ON THE LOCAL LIST SHOULD, PREFERABLY REMAIN IN THEIR HISTORIC USE. WHERE PLANNING PERMISSION IS REQUIRED, AN ALTERNATIVE USE WILL BE PERMITTED IF IT IS APPROPRIATE TO SECURE THE RENOVATION AND SUBSEQUENT PRESERVATION OF THE BUILDING, FEATURES OF ARCHITECTURAL OR HISTORIC INTEREST AND SETTING.

5.14 It is not intended that these policies will justify landowners deliberately allowing listed buildings to fall into disrepair in order to obtain planning permission for a use otherwise contrary to the provisions of the Plan. Nor will planning permission be given for proposals where the volume and extent of new building proposed is in excess of that necessary to secure the restoration and preservation of the listed building. In all cases applicants will be expected to provide estimates to show that the cost of works necessary to restore the building and secure its future cannot be financed without the grant of permission for an alternative use. The Local Planning Authority will also encourage the preservation of historic buildings by making grants towards their upkeep, subject to the availability of funds.

Design of New Development

5.15 Although it is not possible to define rules of design or specify policies which, if followed, will inevitably produce attractive buildings, there is a need to establish a context within which good design can flourish in order to reconcile the interests of developers with those of other people and bodies affected by development. This section of the Plan indicates the general design considerations which the Local Planning Authority will take into account when determining planning applications for new development or when preparing schemes for environmental improvement. It will seek to ensure that all new development complements or improves the character and appearance of the area in which it is proposed and will look for buildings composed of design elements which stimulate and sustain visual interest. It will promote building forms and townscape elements which combine to create and define well proportioned and attractive external spaces which are put to a positive public or private use. The Local Planning Authority's Supplementary Planning Guidance and Design Guides provide more detailed guidance for residential development. In addition the Local Planning Authority in assessing proposals will take into account the requirements of the Home Energy Conservation Act (1995) and the Council's resultant Home Energy Strategy. The Local Planning Authority has also published policies and planning briefs covering specific areas where major developments are proposed or where particular design issues have been identified. As part of the implementation of the Plan it will, where appropriate, prepare further guidance or put forward positive proposals to conserve, enhance or improve the environment following the policies within this section.

BE13 DEVELOPMENT WILL NOT BE PERMITTED IF THE LAYOUT AND APPEARANCE FAIL TO HARMONISE WITH THE EXISTING STREET SCENE OR OTHER FEATURES OF THE AREA WHICH THE LOCAL PLANNING AUTHORITY CONSIDERS IT DESIRABLE TO RETAIN OR ENHANCE.

BE14 PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF SITES IN ISOLATION IF THE DESIGN FAILS TO SAFEGUARD THE SATISFACTORY RE-DEVELOPMENT OF ADJOINING SITES WHICH HAVE DEVELOPMENT POTENTIAL.

BE15 PROPOSALS FOR ALTERATIONS AND EXTENSIONS TO EXISTING BUILDINGS WILL BE PERMITTED WHERE THEY HARMONISE WITH THE SCALE, FORM, ARCHITECTURAL COMPOSITION AND PROPORTIONS OF THE ORIGINAL BUILDING.

5.16 In applying these policies the Local Planning Authority will seek to ensure that where appropriate streetscape features such as lighting, seats, walls, railings, paving and kerbing which contribute to the townscape qualities of the area are retained or provided. It will also seek to retain urban spaces, open areas, views and landmarks and use opportunities as they arise to reveal such features to public view. Other policies in this Plan require the provision of amenity space and landscaping, and pedestrian, parking, servicing and other facilities. The Local Planning Authority will seek to ensure that such facilities are so laid out and designed that they form an attractive setting for new development. It will normally permit developments which meet adopted planning and highway standards or which are capable of satisfactory extension to adjoining land likely to be developed.

5.17 Many of the houses built in the mid-1930's in the Gledwood Estate north of the Uxbridge Road, Hayes are of a distinctive cubist style. However, problems of maintenance, including leaking roofs and damp walls have increased in recent years leading to representations by residents for consideration to be given to the construction of pitched roofs to the properties. The need to provide such roofs for maintenance reasons is accepted. A uniform design should be adopted for such proposals in order that an architecturally harmonious street scene is achieved which is also acceptable in practical terms. Supplementary planning guidance has been prepared for this area.

~~5.18 The Local Planning Authority believes that land within and surrounding Heathrow Airport has major potential for environmental improvement and for new buildings of imaginative or innovative design. Since the Bath Road is the major vantage point of the Airport in the area, and a gateway to Hillingdon and London, the Local Planning Authority has adopted supplementary planning guidance (April 1995) on the "A4 Heathrow Corridor Environmental Enhancement Scheme". This includes a design guide for new development along Bath Road, areas which could benefit from landscaping, e.g. screen planting around parking sites, and stresses that all proposed development should include comprehensive landscaping schemes as an integral part of the overall design. The~~

~~5.19 More detailed design guidance and general advice on the interpretation of these policies is contained in the document 'A4 Heathrow Corridor Environmental Enhancement Scheme', available from the Local Planning Authority as supplementary planning guidance.~~

Security and Safety in Design

5.20 Buildings with windows overlooking footways and other public spaces and whose street frontage contains no hidden recesses, contribute to security and perceived security of pedestrians and other footway users. The security implications of building layout and design are of concern to all, but especially to women, ethnic minorities, children and elderly people, and the Local Planning Authority will take these into account in assessing development proposals in line with the provisions of Circular 5/94. At the same time, it will seek to ensure that schemes are designed to be safe; for example, windows and doors opening directly onto pedestrian routes should be designed in such a way that they are not likely to cause injury to passers by. The Local Planning Authority has prepared further advice on crime prevention through environmental design in its Supplementary Planning Guidance on Design Guides.

5.21 The design of public spaces affects the incidence of street crime. The shape given to footways and other spaces used by pedestrians can affect how much of such space can be observed and so informally supervised from surrounding buildings, and determines sightlines from other parts of the footway and carriageway. The Local Planning Authority will take these issues into account where appropriate in accordance with Policy BE18.

BE18 THE DESIGN OF DEVELOPMENTS WITH FOOTWAY FRONTAGES, OVERLOOKING BUS STOPS OR OTHER TRANSPORT INTERCHANGES, OR FACING OPEN SPACE, SHOULD TAKE ACCOUNT OF THE NEED TO ENSURE THAT WINDOWS OVERLOOK PEDESTRIAN SPACES AND AVOID THE CREATION OF HIDDEN RECESSES ADJACENT TO SUCH SPACES, SUCH THAT PEDESTRIAN SECURITY IS ENHANCED AND EFFECTIVE POLICING IS NOT PREJUDICED. THE DESIGN SHOULD ALSO ENSURE THAT PEDESTRIAN SAFETY IS NOT ENDANGERED.

Residential Amenity

5.22 Residential development is the major land use in the Borough and the careful design of new development is important to its overall character. Most new development is likely to be in the form of infilling or extensions where compatibility with existing development is a particularly important consideration.

Oversized and badly located additions may detract from the general street scene, and there must be adequate space between old and new buildings to avoid spoiling the amenity and privacy of adjoining houses. It is an objective of Strategic Planning Guidance to sustain and improve the amenity of residential districts (SPG, para.10) and the Local Planning Authority wishes to ensure that the cumulative effects of development do not damage the character and amenity of established residential areas. It will therefore regard the scale and character of new development in relation to existing development as a material consideration in determining planning applications. Policies on density of residential development are set out in Chapter 7, and further guidance on design of residential development is set out in the Local Planning Authority's supplementary planning guidance on Design Guides.

BE19 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT NEW DEVELOPMENT WITHIN RESIDENTIAL AREAS COMPLEMENTS OR IMPROVES THE AMENITY AND CHARACTER OF THE AREA.

5.23 Ensuring adequate sunlight and daylight reaches both habitable rooms (including kitchens) and external private amenity space is an important principle of housing design which affects the enjoyment of occupants' living conditions. The Local Planning Authority will pay full regard to the effects of a proposal, whether it be for a new building or extensions of an existing one, on the sunlight and daylight reaching neighbouring properties, and will have regard to the recommendations of "Site Layout Planning for Daylight and Sunlight" (Building Research Establishment, 1991). Some proposals of substantial width, height and depth, particularly when built close to a party boundary, may not cause loss of amenity by reason of daylight or sunlight but may be overdominant in relation to the adjoining property and/or its private amenity space. This can result in a depressing outlook detracting from residential amenity.

BE20 BUILDINGS SHOULD BE LAID OUT SO THAT ADEQUATE DAYLIGHT AND SUNLIGHT CAN PENETRATE INTO AND BETWEEN THEM AND THE AMENITIES OF EXISTING HOUSES ARE SAFEGUARDED.

BE21 PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW BUILDINGS OR EXTENSIONS WHICH BY REASON OF THEIR SITING, BULK AND PROXIMITY, WOULD RESULT IN A SIGNIFICANT LOSS OF RESIDENTIAL AMENITY.

BE22 RESIDENTIAL EXTENSIONS AND BUILDINGS OF TWO OR MORE STOREYS IN HEIGHT SHOULD BE SET BACK A MINIMUM OF 1 METRE (1.5 METRE IN THE COPSEWOOD AND GATE HILL FARM ESTATES, NORTHWOOD AND THE DRIVE, ICKENHAM) FROM THE SIDE BOUNDARY OF THE PROPERTY FOR THE FULL HEIGHT OF THE BUILDING.

5.24 This policy applies to new dwellings as well as to extensions. Proposals to add a second storey to pre-existing single storey extensions will also be assessed

against this policy and will therefore normally be unacceptable if the single storey extension is within 1 metre of the boundary. This policy serves to protect the character and appearance of streets in the Borough preserving the visually open gaps between properties and preventing dwellings from coalescing visually to form a terraced appearance, uncharacteristic of the surrounding area.

5.25 In areas where properties are set in spacious plots with significant gaps, a greater distance will be necessary to maintain a visual separation harmonious with the character of the area e.g. Copsewood and Gatehill Estates in Northwood and The Drive in Ickenham.

5.26 It is not considered that single storey side extensions normally produce a terracing effect as they are considerably less dominant visually. Hence, a proposal to construct a single storey side extension up to a side boundary may be acceptable. However, a problem arises when it is proposed to construct a first floor extension over. The resulting development even when set in 1 metre often appears unbalanced or cramped, or unacceptably closes the visually open gap between properties. This is particularly noticeable if the dwellings form part of a closely developed road frontage.

5.27 The Council's Supplementary Planning Guidance on the design of house extensions elaborates on how the policies BE20, BE21 and BE22 will be applied.

5.28 New buildings, extensions and changes of use, both residential and non-residential, may result in increased levels of disturbance. Proposals involving increased noise, smell, traffic generation and intensification of an existing use can have a detrimental effect on existing residential amenity due to their proximity to nearby properties and the Local Planning Authority will apply Policy OE1 where appropriate.

5.29 Amenity space is important for the operation of basic household functions and recreation and all residential developments should therefore provide adequate external amenity space for residents, taking account of the guidelines set out in the Local Planning Authority's Supplementary Planning Guidance on design guides. It is important that extensions to existing residential properties should also take account of the guidelines so as to maintain the quality of the Borough's housing stock.

BE23 NEW RESIDENTIAL BUILDINGS OR EXTENSIONS SHOULD PROVIDE OR MAINTAIN EXTERNAL AMENITY SPACE WHICH IS SUFFICIENT TO PROTECT THE AMENITY OF THE OCCUPANTS OF THE PROPOSED AND SURROUNDING BUILDINGS, AND WHICH IS USABLE IN TERMS OF ITS SHAPE AND SITING.

5.30 The protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space, is an important feature of residential

amenity. In determining applications for new residential buildings or extensions, the Local Planning Authority will therefore take account of the guidance on privacy set out in the Local Planning Authority's Supplementary Planning Guidance on design guides. The Local Planning Authority may limit the scope of permitted development rights in new development, if privacy is a critical issue in the layout.

BE24 THE DESIGN OF NEW BUILDINGS SHOULD PROTECT THE PRIVACY OF THE OCCUPIERS AND THEIR NEIGHBOURS.

Industrial and Business Areas

5.31 Many of the Borough's designated Industrial and Business Areas have a poor environment due to the intensity of development on individual sites and insufficient or unsuitable space for vehicle parking and movement. (see Chapter 10 and Chapter 15 - particularly Hayes/West Drayton Corridor). If the Borough is to continue to attract new firms, inward investment will be necessary to secure improved conditions. Redevelopment offers the opportunity to secure environmental improvements including sitting out areas and planting and landscaping between buildings. The Local Planning Authority will pay particular attention to the treatment of boundaries, especially along canals, rivers, major roads and residential areas.

BE25 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE MODERNISATION AND IMPROVEMENT OF INDUSTRIAL AND BUSINESS AREAS THROUGH CAREFUL ATTENTION TO THE DESIGN AND LANDSCAPING OF BUILDINGS AND EXTERNAL SPACES. WHERE APPROPRIATE IT WILL SEEK IMPROVED VEHICULAR AND PEDESTRIAN ACCESS AND CIRCULATION ROUTES THROUGH THE AREA, AND ENVIRONMENTAL IMPROVEMENTS.

Town Centres

5.32 The Borough's town centres form distinctive environmental areas in terms of density of development, scale and variety of use. Detailed proposals for Uxbridge, Yiewsley and Hayes are described in Chapter 15 and are shown on the Proposals Map, but the following policies will be applied to development in all town centres. The Local Planning Authority will use these and other appropriate policies of the Plan to influence new development so that the following objectives are achieved:

- the design of buildings and external spaces should increase the visual and functional attractiveness of town centres in order to attract people and investment;
- new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves;

BE37 TELECOMMUNICATIONS DEVELOPMENTS WILL BE ACCEPTABLE IN PRINCIPLE PROVIDED THAT ANY APPARATUS IS SITED AND DESIGNED SO AS TO MINIMISE ITS EFFECT ON THE APPEARANCE OF THE SURROUNDING AREAS. THE LOCAL PLANNING AUTHORITY WILL ONLY GRANT PERMISSION FOR LARGE OR PROMINENT STRUCTURES IF:

- (i) THERE IS A NEED FOR THE DEVELOPMENT IN THAT LOCATION;**
- (ii) NO SATISFACTORY ALTERNATIVE MEANS OF TELECOMMUNICATIONS IS AVAILABLE;**
- (iii) THERE IS NO REASONABLE POSSIBILITY OF SHARING EXISTING FACILITIES;**
- (iv) IN THE CASE OF RADIO MASTS THERE IS NO REASONABLE POSSIBILITY OF ERECTING ANTENNAE ON AN EXISTING BUILDING OR OTHER STRUCTURE; AND**
- (v) THE APPEARANCE OF THE TOWNSCAPE OR LANDSCAPE IS NOT SERIOUSLY HARMED.**

Trees and Landscaping

5.47 Trees and landscaping are a vital feature of the built environment and it is therefore important to ensure that natural features worthy of retention are kept and new planting and landscaping provided wherever possible. There are a number of provisions by which the retention of existing or the provision of new trees can be secured. Tree Preservation Orders can be made on an individual tree, or on groups or areas of trees, and conditions can be attached to planning permissions to ensure that trees are retained and protected during building operations and that planting and landscaping occurs in association with new development. Further guidance on landscaping is provided in the Local Planning Authority's Supplementary Planning Guidance.

BE38 DEVELOPMENT PROPOSALS WILL BE EXPECTED TO RETAIN AND UTILISE TOPOGRAPHICAL AND LANDSCAPE FEATURES OF MERIT AND PROVIDE NEW PLANTING AND LANDSCAPING WHEREVER IT IS APPROPRIATE. PLANNING APPLICANTS FOR PLANNING CONSENT WILL BE REQUIRED TO PROVIDE AN ACCURATE TREE SURVEY SHOWING THE LOCATION, HEIGHT, SPREAD AND SPECIES OF ALL TREES WHERE THEIR PROPOSALS WOULD AFFECT ANY EXISTING TREES.

Excessive Cost) are applied. General advice on pollution control can be obtained from the Council's Environmental Protection Unit.

6.4 The Local Planning Authority's role is firstly to ensure, as far as practicable, that development which may give rise to pollution, is not located close to other sensitive development. Secondly if it is impracticable, then there is proper control of the operations to avoid or minimise adverse effects on the use of land and on the environment. This can be achieved through the imposition of conditions upon the granting of planning permission. In applying Policy OE1 the local planning authority will have regard to the provisions of both PPG23 and PPG24.

OE1 PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR USES AND ASSOCIATED STRUCTURES WHICH ARE, OR ARE LIKELY TO BECOME, DETRIMENTAL TO THE CHARACTER OR AMENITIES OF SURROUNDING PROPERTIES OR THE AREA GENERALLY, BECAUSE OF:

- (i) THE SITING OR APPEARANCE;
- (ii) THE STORAGE OR DISPLAY OF VEHICLES, GOODS, EQUIPMENT OR OTHER MERCHANDISE;
- (iii) TRAFFIC GENERATION AND CONGESTION;
- (iv) NOISE AND VIBRATION OR THE EMISSION OF DUST, SMELL OR OTHER POLLUTANTS,

UNLESS SUFFICIENT MEASURES ARE TAKEN TO MITIGATE THE ENVIRONMENTAL IMPACT OF THE DEVELOPMENT AND ENSURE THAT IT REMAINS ACCEPTABLE.

Environmental Assessments

~~6.5—Under the Town and Country Planning (Assessment of Environmental Effects) Regulations SI No. 1199 (1988) an assessment must be made on the effects on the environment of certain public and private projects, specified in Schedule 1 of the Regulations, where such projects require planning permission. The term "environmental assessment" (EA) describes a technique and a process by which information about environmental effects of a project is collected and systematically analysed using the best practicable techniques and best available sources of information. EA is taken into account by the Local~~

development within the 72 LAeq contour band, which represents a particularly severe noise climate. It is considered unsuitable for family housing and schools, including creche facilities. Therefore, an application for development of this nature would normally be refused. Exceptional circumstances would need to be proven which included a detailed analysis of alternative sites. The Council would require measures to mitigate noise in categories B and C.

6.13 In other areas suffering from high noise levels, the Local Planning Authority accepts the guidance in PPG 24, that all new residential accommodation should be sound insulated to the standard specified in the guidance and also considers that where practicable, people at work should enjoy the same protection from noise as at home. Consequently, the Local Planning Authority will attach conditions to any planning permission granted in respect of development in noise affected areas to ensure that new buildings shall be so constructed as to provide adequate sound attenuation against the external noise to which it will be exposed. Advice on sound attenuation measures is available from the Council's Environmental Protection Unit.

OE5 PROPOSALS FOR THE SITING OF NOISE SENSITIVE DEVELOPMENTS SUCH AS FAMILY HOUSING, SCHOOLS OR CERTAIN FORMS OF COMMERCIAL ACTIVITY WHERE THE OCCUPIERS MAY SUFFER FROM NOISE OR VIBRATION WILL NOT BE PERMITTED IN AREAS WHICH ARE, OR ARE EXPECTED TO BECOME, SUBJECT TO UNACCEPTABLE LEVELS OF NOISE OR VIBRATION. WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, IT WILL STILL BE NECESSARY TO ESTABLISH THAT THE PROPOSED BUILDING OR USE CAN BE SITED, DESIGNED, INSULATED OR OTHERWISE PROTECTED FROM EXTERNAL NOISE OR VIBRATION SOURCES TO APPROPRIATE NATIONAL AND LOCAL STANDARDS. ACCOUNT WILL BE TAKEN OF ANY CHANGES LIKELY TO OCCUR IN NOISE LEVELS WITHIN A 10-15 YEAR PERIOD FOLLOWING THE DATE OF SUBMISSION OF ANY APPLICATION FOR PLANNING PERMISSION.

Air Pollution

~~6.14 Poor air quality is a threat to health and the environment. Air pollution not only has an adverse effect on human, animal and plant life, but increasingly, particular pollutants are becoming a major concern because of their effect on climate changes and other global impacts. In human health terms, air pollution is probably one of the contributory causes of chronic bronchitis and emphysema and of lung cancer. The most significant pollutants in Hillingdon originate from vehicle emissions. The main vehicle pollutants known to have direct or indirect adverse health effects can be grouped into two areas, pollutant gases and airborne particulates. The pollutant gases include carbon monoxide, nitrogen oxides, sulphur dioxide and volatile organic compounds (VOCs). VOCs are a large group of compounds, some of which are carcinogenic, eg. benzene. VOCs also contribute to the formation of ozone by reacting with nitrogen oxides in the presence of sunlight.~~

~~The airborne particulates especially those less than 10 microns in diameter penetrate the lung fairly efficiently and are most hazardous to health. The Local Planning Authority will seek to protect and enhance the local environment against developments which may generate pollution from traffic or from other processes or operations. As from February 1996, the whole of London has been declared an Air Quality Management Area. Under the new Environment Act, additional powers are being given to enable local authorities to tackle poor local air quality. The Council is committed to identify areas in the Borough where existing air quality falls below acceptable standards and to take positive measures to improve air quality in these areas.~~

~~6.15 The Environment Agency is responsible for policing and protecting the quality of rivers, streams and water courses. It controls effluent discharges from processes and water and sewerage companies and all other types of discharges. The water and sewerage companies are responsible for regulating discharges of waste effluents from trade premises into the sewerage system through a system of trade effluent consents. The Local Planning Authority will in association with other appropriate drainage bodies support measures leading to the improvement of the water environment.~~

~~**OE6 THE LOCAL PLANNING AUTHORITY TAKING ACCOUNT OF ADVICE FROM THE ENVIRONMENT AGENCY AND OTHER APPROPRIATE BODIES WILL NOT NORMALLY GRANT PLANNING PERMISSION FOR PROPOSALS WHICH ARE LIKELY TO RESULT IN THE POLLUTION OF AIR, LAND OR WATER AREAS INCLUDING LAKES, RIVERS, CANALS AND GROUNDWATER.**~~

London Plan Policy 4A.6 Improving Air Quality and its supporting text to be used (instead of Policy OE6).

Other relevant documents:
Hillingdon's Air Quality Supplementary Planning Guidance (2002).

Surface Water Drainage and Flood Prevention

6.16 Strategic Planning Guidance notes that unless carefully sited and designed, new development can exacerbate problems of flooding in areas downstream through an increase in run-off from additional roofs and paved surfaces. Boroughs are advised therefore, in association with the Environment Agency, to take into account in their UDPs the surface drainage consequences of new development, including the need to protect the flood plain and urban washlands (SPG, para 68).

6.17 The Environment Agency has recently carried out extensive flood alleviation studies of the three principal watercourses in the Borough, the River Pinn, the River Colne catchment (including the River Frays, Duke of Northumberland River and the Grand Union Canal) and the River Crane catchment (including both arms of Yeading Brook). The aim of these studies is to remove the risk of regular flooding from existing development, and flood defence measures are being designed and implemented. However, in order that the risk of flooding is not increased elsewhere it is essential that the level of future development of the floodplain is strictly controlled, and that the capacity of the available flood plain is not reduced, or the flow of water impeded. The Local Planning Authority will have regard therefore to the drainage implications of new development and will liaise with the Environment Agency to ensure that proper provision is made. In particular the Local Planning Authority will have regard to the Environment Agency's advice on areas liable to flooding. These areas are shown on Figure 6.

OE7 IN THE AREAS LIABLE TO FLOODING PERMISSION WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR THE INTENSIFICATION OF EXISTING DEVELOPMENT UNLESS A DEVELOPER IS PREPARED TO IMPLEMENT FLOOD PROTECTION MEASURES AS PART OF THE PROPOSED DEVELOPMENT TO A STANDARD SATISFACTORY TO THE COUNCIL, IN CONSULTATION WITH THE ENVIRONMENT AGENCY AND WHERE APPROPRIATE, OTHER DRAINAGE BODIES.

OE8 PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR REDEVELOPMENT OF EXISTING URBAN AREAS WHICH WOULD RESULT IN AN INCREASED FLOOD RISK DUE TO ADDITIONAL SURFACE WATER RUN-OFF, UNLESS THE PROPOSED DEVELOPMENT INCLUDES APPROPRIATE ATTENUATION MEASURES TO A STANDARD SATISFACTORY TO THE COUNCIL, IN CONSULTATION WITH THE ENVIRONMENT AGENCY AND, WHERE APPROPRIATE, OTHER DRAINAGE BODIES.

6.18 The Council acts as agents for Thames Water Utilities for the sewerage functions of the Borough. Under the agency arrangement the Council has recently completed the Harrow Branch Relief Foul Water Sewer to alleviate the foul flooding problem in the Ruislip area and other schemes are being investigated. The most significant is likely to be a storm relief sewer for the South Ruislip area. Surface water run-off generated by the development of a green field site or redevelopment of an existing built-up area can exacerbate an existing flooding problem or may overload the existing surface water sewerage system. The Council should therefore be consulted at an early stage about the drainage requirements for development proposals.

OE9 IN CATCHMENTS WHICH HAVE A POTENTIAL FOR SEWERAGE FLOODING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT WHICH MAY PRECIPITATE SUCH FLOODING OR FURTHER FLOODING, UNTIL SUFFICIENT IMPROVEMENT HAS BEEN IMPLEMENTED TO ALLEVIATE THE PROBLEM.

Planning Authority will have regard to the cumulative traffic generation of a number of small developments occurring over a period of time, in relation to available road capacity. The Local Planning Authority is also unwilling to lose environmental benefits where new road space has removed traffic from sensitive areas, by allowing developments to generate new traffic in those areas. It will, therefore, control the scale and location of development and promote traffic calming schemes in such areas.

14.19 Traffic calming in local roads involves the design and redesign of streets and other public spaces to emphasise safety and environmental objectives rather than providing for motor traffic. Traffic calming can influence route choice but that is not its primary aim which is to have the effect of slowing down traffic particularly in residential areas to benefit vulnerable road users, and non-traffic activities. Speed reduction, space reallocation and environmental enhancement are the three key elements of traffic calming techniques. The Council has also implemented its first 20 mile per hour zone as part of an area-wide traffic calming scheme on Whitethorn Estate in Yiewsley. Transport Supplementary Grant can be awarded for traffic calming schemes which are designed to improve safety, but is not available for schemes whose primary justification is the improvement of the environment. The Local Planning Authority, in controlling development in accordance with the guiding principles of this Plan will seek environmental improvement through traffic calming schemes associated with appropriate development proposals. Supplementary guidance on highway design and safety criteria in Traffic Calming Schemes is published by the Local Highway Authority.

AM6 THE COUNCIL WILL TAKE APPROPRIATE MEASURES TO DISCOURAGE THE USE OF LOCAL DISTRIBUTOR AND ACCESS ROADS BY THROUGH TRAFFIC HAVING NO NEED FOR LOCAL ACCESS.

AM7 THE LOCAL PLANNING AUTHORITY WILL CONSIDER WHETHER THE TRAFFIC GENERATED BY PROPOSED DEVELOPMENTS IS ACCEPTABLE IN TERMS OF THE CAPACITY AND FUNCTIONS OF EXISTING AND COMMITTED PRINCIPAL ROADS ONLY, AND WILL WHOLLY DISCOUNT ANY POTENTIAL WHICH LOCAL DISTRIBUTOR AND ACCESS ROADS MAY HAVE FOR CARRYING THROUGH TRAFFIC.

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PERMISSION FOR DEVELOPMENTS WHOSE TRAFFIC GENERATION IS LIKELY TO:

- (i) UNACCEPTABLY INCREASE DEMAND ALONG ROADS OR THROUGH JUNCTIONS WHICH ARE ALREADY USED TO CAPACITY, ESPECIALLY WHERE SUCH ROADS OR JUNCTIONS FORM PART OF THE STRATEGIC LONDON ROAD NETWORK; OR**
- (ii) PREJUDICE THE FREE FLOW OF TRAFFIC OR CONDITIONS OF GENERAL HIGHWAY OR PEDESTRIAN SAFETY; OR**

residential development, only minimum standards are prescribed so that sufficient spaces are provided to enable all residents (and their visitors) to park off-street. Secure off-street parking for residents affords them the opportunity of safely leaving their cars at home and using public transport or other sustainable mode of transport. The Council will keep the standards under review and as conditions permit will introduce more restrictive standards to comply more fully with the guidance in RPG3.

14.34 The Council will seek to ensure that tighter parking standards are offset by extra public transport services and by controls to prevent excessive on-street parking. Accordingly, developer contributions will be sought towards increasing public transport provision and, where necessary, towards the introduction of on-street parking controls. In some cases it may be necessary to withhold planning permission for major developments if satisfactory measures are not available to limit the traffic and parking demand they are likely to generate. Additionally the Local Planning Authority may enter into a legal agreement with the developer to implement a travel plan incorporating new or improved public transport services and other car reduction measures such as cycle or motorcycle schemes.

AM14 NEW DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT IS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED CAR PARKING STANDARDS AS SET OUT IN ANNEX 1.

AM15 ALL CAR PARKS PROVIDED FOR NEW DEVELOPMENT SHALL CONTAIN CONVENIENTLY LOCATED RESERVED SPACES FOR DISABLED PERSONS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED CAR PARKING STANDARDS, AS SET OUT IN ANNEX 1.

14.35 The Local Planning Authority seeks, where appropriate, planning obligations to achieve benefits to the community related to the scale and type of development proposed, consistent with Policy Pt 1.39 and Policy R17 of this Plan. There are few sites in the Borough which may become available for new permanent public car parks. Any additional supply is dependent on planning agreements or partnership arrangements with private developers. In town centres and in other shopping areas the provision in new developments of car parking spaces for public use, including spaces for disabled persons, managed in accordance with the Council's policy public car parks, will be of benefit to shoppers and other short stay visitors; the Council will seek legally binding agreement to secure this benefit.

14.36 In view of the demand for public car parking space and the lack of sites for new car parks, consideration will be given to entering into legal agreements for the provision of or contribution to out-of-centre car parks with linking shuttle services (park-and-ride schemes), for the improvement of public transport services or for implementation of on-street parking schemes.

Hillingdon Unitary Development Plan Proposals Map

-  Green Belt
-  Metropolitan Open Land
-  Area Forming Links in Green Chain
-  Conservation Areas
-  Countryside Conservation Area
-  Site for Gypsies
-  Areas of Special Local Character
-  Nature Conservation Sites of Metropolitan or Borough Grade I Importance
-  Nature Conservation Sites of Borough Grade II or Local Importance
-  Nature Reserve
-  Eastern Boundary of Colne Valley Park
-  Areas of Environmental Opportunity
-  Industrial and Business Areas
-  Town Centres
-  Local Centres
-  Strategic Routes
-  London Distributor Roads
-  Local Distributor Road
-  Road Safeguarding Lines
-  Grand Union Canal (also Nature Conservation Site of Metropolitan Importance)
-  Heathrow Airport Boundary
-  Public Safety Zone
-  Comprehensive Rehabilitation Area
-  Ancient Monument
-  Archaeological Priority Areas
-  Site Specific Proposals
-  National Nature Reserve
-  Area of Open Character (RAF Northolt)
-  Sites of Special Scientific Interest
-  Proposed Pedestrian Priority Area
-  Primary Shopping Area
-  Secondary Shopping Area
-  Existing Pedestrian Area



