

Appendix PV4

Hillingdon Unitary Development Plan policies OL1, EC1, OE5, AM7

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



HILLINGDON
LONDON



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OL1 WITHIN THE GREEN BELT, AS DEFINED ON THE PROPOSALS MAP, THE FOLLOWING PREDOMINANTLY OPEN LAND USES WILL BE ACCEPTABLE:

- (i) AGRICULTURE, HORTICULTURE, FORESTRY AND NATURE CONSERVATION;**
- (ii) OPEN AIR RECREATIONAL FACILITIES;**
- (iii) CEMETERIES**

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION FOR NEW BUILDINGS OR FOR CHANGES OF USE OF EXISTING LAND AND BUILDINGS, OTHER THAN FOR PURPOSES ESSENTIAL FOR AND ASSOCIATED WITH THE USES SPECIFIED AT (i), (ii) AND (iii) ABOVE. THE NUMBER AND SCALE OF BUILDINGS PERMITTED WILL BE KEPT TO A MINIMUM IN ORDER TO PROTECT THE VISUAL AMENITY OF THE GREEN BELT.

LIMITED INFILLING OR REDEVELOPMENT OF MAJOR EXISTING DEVELOPED SITES SHOWN IN THE PROPOSALS MAP AND SET OUT IN TABLE 3.3 BELOW AND IN ACCORDANCE WITH PROPOSALS ADOPTED IN THIS PLAN IS CONSIDERED APPROPRIATE PROVIDED IT COMPLIES WITH THE CRITERIA DETAILED IN PARAGRAPHS C3 TO C8 OF ANNEX C TO PPG2.

TABLE 3.3 MAJOR DEVELOPED SITES

Brunel University, Uxbridge.
St Vincents Hospital, Northwood.
Harefield Hospital.

OL2 WITHIN THE GREEN BELT, WHERE DEVELOPMENT PROPOSALS ARE ACCEPTABLE IN PRINCIPLE IN ACCORDANCE WITH THE ABOVE POLICY, THE LOCAL PLANNING AUTHORITY WILL WHERE APPROPRIATE SEEK COMPREHENSIVE LANDSCAPING IMPROVEMENTS TO ACHIEVE ENHANCED VISUAL AMENITY AND OTHER OPEN LAND OBJECTIVES.

~~3.9 — In some areas of the Borough, there is extensive planting and landscaping on land adjoining the Green Belt, for example, trees in rear gardens of residential properties. The Local Planning Authority recognises that these can form an attractive transition between the built-up area and open countryside and will seek to retain and enhance such landscaping when considering development proposals adjoining the Green Belt.~~

Ickenham Marsh as Local Nature Reserves under the National Parks and Access to the Countryside Act 1949, as amended by the Local Government Act 1972.

4.7 The Local Planning Authority will take account of the ecological and scientific importance of sites within the Borough of national importance (SSSI's), regional importance (Sites of Metropolitan Importance for nature conservation) and local importance (Sites of Borough Grades 1 and 2 or Local Importance for nature conservation) as well as designated Local Nature Reserves and other nature reserves. It aims to protect the most valuable and sensitive sites by averting harm to the ecological or scientific value of a site resulting from development and/or a change of land use on or in the near vicinity. The Local Planning Authority will have regard to the relative significance of international, national, local and informal designations in considering the weight to be attached to nature conservation interests. Where appropriate, developers may be asked to submit an ecological assessment in order to demonstrate that the proposed development will not have adverse ecological effects. Sites of Special Scientific Interest will be given the highest level of protection. The impact on sites of lesser importance should be kept to a minimum. All sites of importance for nature conservation are shown on the Proposals Map. Changes to site boundaries, or new sites identified and proposed for such designation by the Local Planning Authority and/or the London Ecology Committee, will be subject to review.

4.8 The London Ecology Unit also identified three Countryside Conservation Areas where traditional land use has continued until the present day (see paras 3.27, 3.28 and Policy OL15). Although not of consistently high nature conservation value throughout, such areas have considerable visual and aesthetic appeal resulting from their mix of small fields, hedges, copses, woods and ponds. The LEU also stresses the importance of particular corridors through the urban areas, such as the Grand Union Canal and Yeading Brook, which provide wildlife links from the open countryside to the more heavily urbanised areas (see para 3.22). The whole of the Grand Union Canal is included as a Site of Metropolitan Importance for Nature Conservation. The Council will continue to liaise with adjoining local authorities to ensure that ecological policies and the management of biological networks are consistent across boundaries.

EC1 THE LOCAL PLANNING AUTHORITY WILL NOT PERMIT DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF SITES OF SPECIAL SCIENTIFIC INTEREST, OR BE UNACCEPTABLY DETRIMENTAL TO SITES OF METROPOLITAN OR BOROUGH (GRADE I) IMPORTANCE FOR NATURE CONSERVATION, DESIGNATED LOCAL NATURE RESERVES AND OTHER NATURE RESERVES. IF DEVELOPMENT IS PROPOSED ON OR IN THE NEAR VICINITY OF SUCH SITES, APPLICANTS MUST SUBMIT AN ECOLOGICAL ASSESSMENT WHERE CONSIDERED APPROPRIATE BY THE LOCAL PLANNING AUTHORITY TO DEMONSTRATE THAT THE PROPOSED DEVELOPMENT WILL NOT HAVE UNACCEPTABLE ECOLOGICAL EFFECTS.

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.~~

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**

- (iii) **DIMINISH MATERIALLY THE ENVIRONMENTAL BENEFITS BROUGHT ABOUT BY NEW OR IMPROVED ROADS; OR**
- (iv) **INFILTRATE STREETS CLASSED AS LOCAL ROADS IN THE BOROUGH ROAD HIERARCHY UNLESS SATISFACTORY TRAFFIC CALMING MEASURES CAN BE INSTALLED.**

TRAFFIC CALMING SCHEMES SHOULD, WHERE APPROPRIATE, INCLUDE ENVIRONMENTAL IMPROVEMENTS SUCH AS HARD AND SOFT LANDSCAPING, AND SHOULD BE COMPLETED BEFORE THE DEVELOPMENT IS FIRST USED OR OCCUPIED.

Road Safety

14.20 Safety is an objective which all the Accessibility and Movement policies seek to achieve. The Council's Road Safety Plan (RSP) sets out Hillingdon's strategy for achieving future casualty reductions with the main aim to reduce accident casualties by one third against the average for the period 1981-1985 by the year 2000 in line with the national target. Casualty trends in the Borough are downward and reductions of 11% on base levels have already been achieved (Road Safety Plan 1998/99). Although reduction targets are being achieved in certain categories, there is still concern over the number of casualties on Trunk roads, where the highest accident rates occur (based on accident data 1994-1996). The A4020 Uxbridge Road is a particular cause for concern, although remedial measures have been implemented recently at some of the junctions. Table 5 in the RSP 1998/99 identifies high risk sites and proposes action at each of these sites. In Hillingdon, the reduction of child casualties and youth and pedal cyclists is better than the Greater and Outer London averages. In 1996 29% of casualties were 'vulnerable road users: pedestrians (13%), pedal cyclists (9%) and two-wheeled motor vehicle users (7%), with the vulnerable age groups being 5-14 years, 10-19 years and 25-29 years respectively. The Council's road safety education includes a Children's Traffic Club (in partnership with Hillingdon Health Agency, pedestrian and cycle skills training and support for the 'Safe Walks to School' initiative. The Council recognises the risks to safety from all forms of motorised traffic and in conjunction with the TPP and RSP., the Local Planning Authority's policies to reduce the need to use cars, by siting new offices, shops and community services in areas where they are accessible by public transport or on foot, should help reduce dependence on private cars and so help reduce both the risks and the rates of these causing or being involved in accidents.

Pedestrians and Wheelchair Users

14.21 Large sections of the population depend on walking or a wheelchair for essential trips to shops, schools, health facilities and other services. Walking