

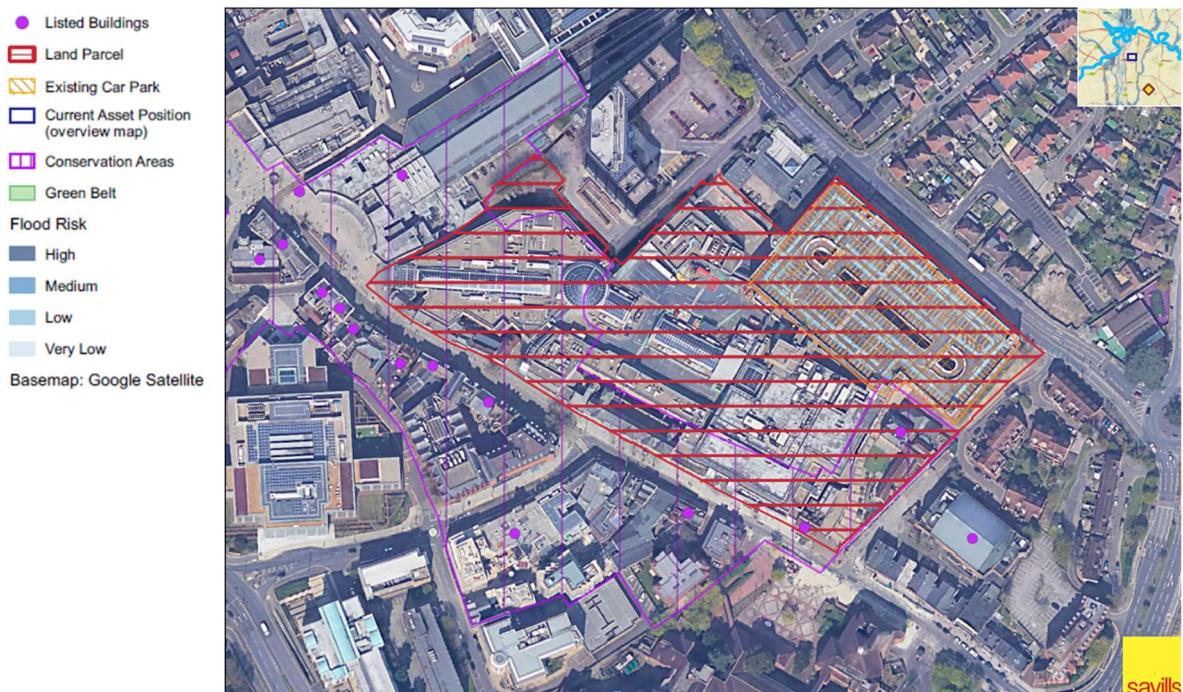
Car Park Site Selection

Assessment IV Appendix

Contents

1. Site 7 – The Pavilions Multistorey Car Park (Asset Title - AGL69240)	3
2. Site 8 – UB8 Airport Parking – UB8 3LN (Asset Title - NGL426565)	7
3. Site 9 - Brunel University Car Park (Asset Title - MX449033)	12
4. Site 10 – Crowne Plaza Hotel - (Asset Title - NGL160680)	17

1. Site 7 – The Pavilions Multistorey Car Park (Asset Title - AGL69240)



Above – Aerial view of The Pavilions Multi Storey Car Park

1.1 Site description

- 1.2 Located in Uxbridge Town Centre, this site's postcode is UB8 1GA.
- 1.3 The site is currently used as a car park for shoppers and visitors to the Pavilions Shopping Centre in Uxbridge Town Centre, owned by Manacor (Jersey) Limited. There are 6 levels including basement and roof top parking. The car park has restricted opening hours from 06:30am to 8pm Monday to Saturday and 9am to 6pm on Sundays. The car park is locked after closing hours.

1.4 Development required

- 1.5 There are approximately 144 parking spaces on each floor. In order to accommodate for hospital staff, at least 3 floors would need to be leased to the hospital over the seven years for which parking is required. It is deemed that due to the current arrangements in place at the car park, and its use by shoppers and visitors, it would be unfeasible to use this option.

1.6 The Trust has contacted the owners of the site. The Parking Manager responded to the request stating that a refurbishment project is due to take place at the site which will further reduce the car parking capacity. This means that there will not be adequate space for the temporary car parking spaces.

Criteria	RAG Rating	Reasoning
Heritage and Conservation Areas		Part of the site is also within a Conservation Area, however, no physical development would be required as the car park is already in existence. A change of use at the site is not perceived to create any risk to impact on the significance of nearby heritage assets, nor change the character or appearance of the Conservation Area as the site is already in use for car parking.
Flood risk		Flood Zone 1, meaning there is a low risk of flooding.
Transport and Access		There is good vehicular access to the site, due to it already being in use as a car park. During rush hour the site is a minimum of a 7 minute drive and a maximum of a 14 minute drive to and from Hillingdon hospital. In principle, the route could be largely confined to the existing road layout, however, this would need to be confirmed by a Transport consultant. However, a walk would take approximately 36 minutes, and therefore this site would require a shuttle bus and would be unfavourable for hospital staff. There is also no indication that the existing car park, which serves the town centre, could reallocate 400 car parking spaces without creating an adverse effect on the local highway network. This would need to be confirmed by a highways consultant.
Trees and Ecology		No DEFRA designations. There would be no tree loss, or biodiversity or ecological loss as no physical development would be required..
Amenity		The use of this space for hospital staff car parking would reduce the capacity for the shopping centre and town centre which could cause significant harm if there is a shortage of parking. The amenity impact, including transport and traffic that would be caused by a change of use would need to be investigated by a transport consultant.
Previously developed land/Contamination		The site is an existing car park. It is unlikely that any physical development would be required on site.
Green belt		This site is not located within the Green Belt.

1.7 Summary and recommendations

- 1.8 Despite this site being previously developed, and of an adequate size within the travel parameters for a shuttle bus service to and from the hospital. The amenity impact, and impact to the local transport network and Town centre parking levels could be severely impacted with a change of use.
- 1.9 It is assessed that this appears to be an unsuitable solution due to legal, logistical and potentially large transport challenges. Alongside this, it has been confirmed by the Parking Manager at the site that they would not be able to accommodate dedicated spaces to the NHS staff for the duration of the works.

2. Site 8 – UB8 Airport Parking – UB8 3LN (Asset Title - NGL426565)



Above – UB8 Airport Parking aerial view

2.1 Site description

2.2 This site is located in the Park View Industrial Estate next to the Stockley Country Park in Uxbridge UB8 3LN.

2.3 The land is Green Belt designated, however, it already comprises of a small subdivided area of land consisting of a whole area of hardstanding, portacabins and parking of vehicles across the site. The site is set back from the main road and is on the west it sits along the rear boundary walls of the neighbouring dwellings along Chesnut Avenue.

2.4 The ultimate owner is unknown, however, the existing car park is currently operates as Heathrow Airport parking under TLC parking “UB8 Parking”. The site functions as a car park, and is open 24 hours per day, it is understood this is in current and continued use.

2.5 Development required

2.6 The land is a brownfield site, with minor alterations including resurfacing and repainting spaces of the car park and removal or retrofit of the existing buildings on site, this to make it policy compliant and safe for users. Some greenfield land may be required to be resurfaced, as there would not be adequate spaces within the existing hard standing area.

Car Park Site Selection

Assessment IV Appendix

savills

2.7 However, as the site is in viable business use, the availability of the site is unclear. This privately owned land would have to be relocated and/or the costs of the business would have to be re-imbursed by public funds for the duration of the temporary car parks use. The business currently charges £46.50 for 8 days of parking and £79.50 for 15 days.



Above – Greenfield land to the south of the plot

2.8 The Trust has attempted to make contact with the owners of the site, however, they have been unable to get a response.

Reference	Address	Description	Decision	Year
20207/APP/2015/2988	Plot 3, 91 Park View Road Hillingdon	Change of use from storage (Use Class B8) to recycling centre (Sui Generis) (Retrospective)	Refused	2016
20207/APP/2015/2989	Plot 4, 91 Park View Road Hillingdon	Change of use from storage (Use Class B8) to car sales (Sui Generis) (Retrospective)	Refused	2016
20207/APP/2015/2650	91 Park View Road Hillingdon	Use of plot 1 as a scrap metal/recycling centre (Application for a Certificate of Lawful Development for an Existing Development)	Refused	2015
20207/C/90/0922	Drayton Tyres West Drayton Road Hillingdon	Erection of replacement building to accommodate vehicle tyre and exhaust system centre with associated car parking	Approved	1992
20207/D/91/1591	Drayton Tyres West Drayton Road Hillingdon	Use of land for retail sale and fitting of new and part worn tyres and vehicular exhaust systems	Refused	1992

and open storage of tyres (Application for Established Use Certificate)

Relevant planning history:

- 2.9 A search on the Hillingdon council website has identified several relevant planning consents applicable to the site.
- 2.10 The site is located within the Green Belt, however, the land is already developed and is therefore classified as a “brownfield” site. Alterations required to turn this site into a temporary car park would not have an impact on the openness or current state of the car park. However, to accommodate the required spaces, some greenfield land may need to be used. It is currently in use 24 hours a day and already functions as a car park.

Car Park Site Selection

Assessment IV Appendix

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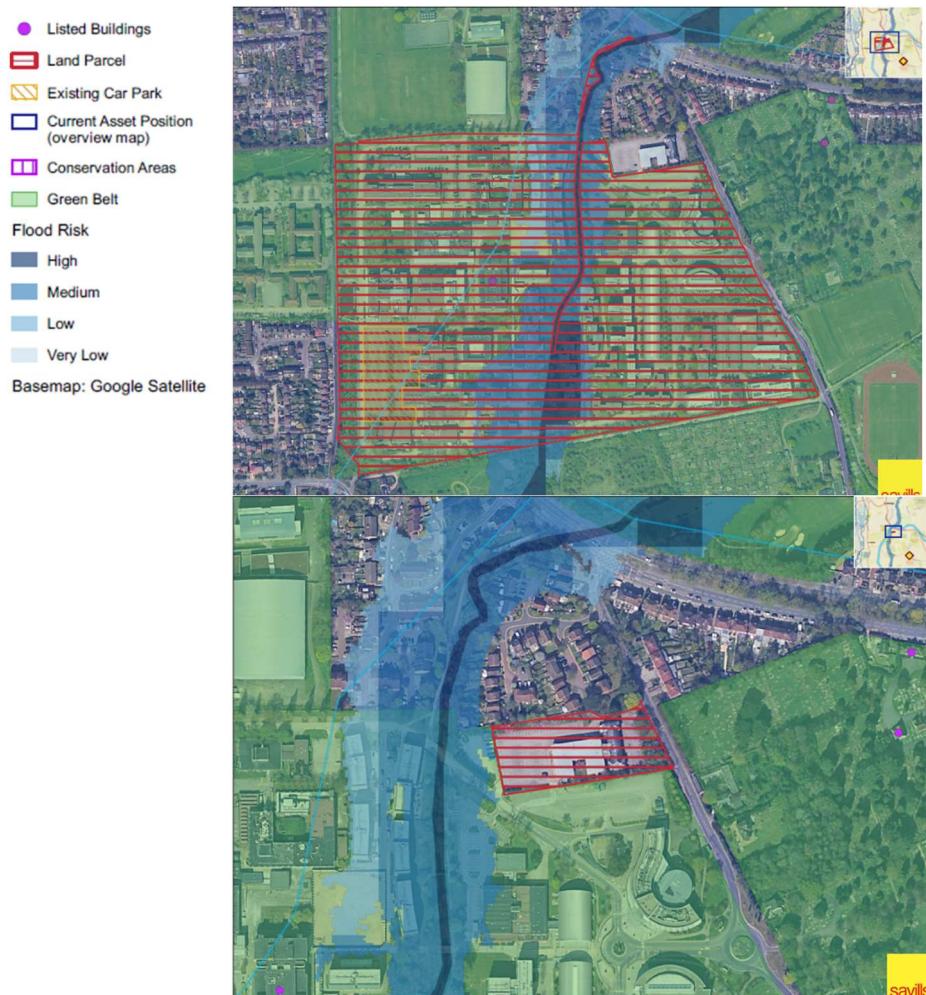
Criteria	RAG Rating	Reasoning
Heritage and Conservation	Green	The site is not within a Conservation Area and does not appear to be proximate to any heritage assets.
Flood Risk	Green	Located in Flood Zone 1 (low risk of flooding)
Transport and Access	Red	There is existing vehicle access, and the site is an 18 minute walk from the hospital and a 4 minute drive. The vehicular route looks to be direct along strategic roads which is beneficial. However, this would need to be confirmed by a Transport consultant. The 18 minute walk is unsuitable for staff, and therefore a shuttle bus would be required.
Trees and Ecology	Yellow	The site itself does not appear to have any statutory ecological protections, and much of the site is already given to development and hardstanding. The nearby Stockley country park is a Site of Importance for nature conservation (SINC). An ecological impact assessment is likely to be required for further development of the site. However, the impact is likely to be limited to any greenfield development rather than change of use of an existing car parking area. There are some trees present on the site which may need to be removed to accommodate enough car park spaces.
Amenity	Yellow	The use of this space for hospital staff car parking would remove the ability for the site to be used for airport parking which could cause significant harm if there is a shortage of parking. The amenity impact, including transport and traffic that would be caused by a change of use would need to be investigated by a transport consultant.
Previously developed land/ Contamination	Yellow	The land is largely developed but will require update to be suitable and safe for hospital use. Some of the site remains greenfield.
Green belt	Yellow	The site is designated Green belt designated, however, it is located at the very edge of the Green Belt and as the site is developed does not meet the tests for restricting sprawl of the nearby town. It is adjacent to the nearby Stockley Park boundary, and arguably does assist in safeguarding the countryside from encroachment. This is particularly true of the greenfield element of the site.

2.11 Summary and recommendations

2.12 Despite this site being previously developed, it is not of an adequate size or quality to serve the hospital without additional development required. Impact on the openness of the Green Belt may be caused by further encroachment into the countryside by physical development.

2.13 The site would require a shuttle bus service, and the amenity impact, and impact to the local transport network and Town centre parking levels could be severely impacted with a change of use, if the airport parking existing in site is displaced.

3. Site 9 - Brunel University Car Park (Asset Title - MX449033)



Above – Brunel University Car Park aerial view *Note image are split into two due to separate ownership

3.1 Site description

3.2 This site contains Brunel University London, which contains an existing car park that accommodates for the university staff and students. The site address is Cleveland Road, Uxbridge UB8 2DR.

3.3 There is also existing university parking to the north of the Heinz Wolf building with access from the North Loop Road.

3.4 During rush hour, this site is a minimum of a 4 minute drive and a maximum of a 6 minute drive.

3.5 Development required

3.6 The car park is existing, there is also an existing access to the car park from Kingston Lane which leads cars through the University. Access is restricted at the Cleveland Road entrance, with barriers restricting access as shown in the image below:

3.7 The option to partner with Brunel University has previously been assessed and a lack of redundant spaces was flagged as a challenge for use by hospital staff. It is unclear at this time if the use of this car park without detriment to the university use of the car park is feasible.



Above – Barriers preventing access from Cleveland Road

Car Park Site Selection

Assessment IV Appendix

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Criteria	RAG Rating	Reasoning
Heritage and Conservation Areas	Green	The site is not in a Conservation Area, and nearby listed buildings are some distance from the site. As the site is in existence as a car park, it would not create any material change to the setting of any heritage asset,
Flood Risk	Yellow	Flood Zone 3 runs through the site, but does not cover the existing car park.
Transport and Access	Red	There is existing vehicle access, and the site is a 15-18 minute walk from the hospital and a 4 minute drive. The vehicular route looks to be direct along strategic roads which is beneficial. However, this would need to be confirmed by a Transport consultant. The 18 minute walk is unsuitable for staff, and therefore a shuttle bus would be required. There is existing entrance and this can be modified to accommodate access to hospital staff.
Trees and Ecology	Green	Trees present on the site would not have to be removed as the car parks are existing, no material change would appear to be required that would impact ecology or biodiversity as there are no statutory ecological designations on the site.
Amenity	Yellow	The use of this space for hospital staff car parking would remove the ability for the site to be used for university parking for students and staff. The amenity impact, including transport and traffic that would be caused by a change of use would need to be investigated by a transport consultant.
Previously developed land/Contamination	Green	The site is an existing car park. It is unlikely that any physical development would be required on site.
Green belt	Yellow	The site is green belt designated, however, the land is already developed as a University and car park and does not meet the five tests for the Green Belt, such that this area of Green Belt does not offer a significant contribution in terms of the five tests.

Car Park Site Selection

Assessment IV Appendix

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3.8 Summary

3.9 The existing infrastructure makes this site desirable for use, as the site is set up for use as a car park.

3.10 However, the site is currently being used by the University and it would not be feasible for this to accommodate the additional vehicles for the hospital staff car parking.

4. Site 10 – Crowne Plaza Hotel - (Asset Title - NGL160680)



Above – Aerial view of Crowne Plaza Hotel

4.1 Site description

4.2 The final site appraised is currently occupied by the former Crowne Plaza London Heathrow IHG Hotel, surrounding car park and greenfield land with trees and shrubs to the north.

4.3 Like all other sites in this section, this parcel of land is covered by the Green Belt, however, there is existing infrastructure on this land including the former hotel building and associated car park. The car park surrounds the building. To the north there is open green space which is made up of trees and shrub land. This is designated as a golf course, and as a recreation ground, it is deemed unsuitable for the further over flow of car parking. The northern end of the site is also designated as Nature Conservation Site.

4.4 To the west, there are residential dwellings on Blackthorne Avenue and Hazel Avenue, their gardens abut the site.

4.5 Development Required

4.6 The car park is existing, some resurfacing and layout update may be required to ensure the site is compliant with parking standards. The car park would also need to accommodate an additional 350-450 car spaces and this would necessitate additional land. Due to the north of the land being used as a golf course, and being Green Belt designated this would appear to be challenging. Using the existing car park would sacrifice the hotels car parking spaces which would be damaging to the business.

Car Park Site Selection

Assessment IV Appendix

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4.7 It is unknown if the hotel operator still requires the spaces, and it is noted that the use of this car park may be to the detriment of a viable business use.

4.8 There is good access to the site, with an entrance and exit roads coming off Stockley Road.



Above – Entrance road leading to Crowne Plaza car park

4.9 There are not a sufficient number of existing parking spaces to accommodate for the hospital staff. It must also be taken into account that existing spaces are used by the hotel's guests and staff. Therefore, further spaces would have to be provided to make this site viable as a temporary car park. The green shrub land to the north of the hotel appears to be unused, however, it is covered by the Green Belt.

4.10 The existing car park appears to be well used, despite the hotel appearing to have closed, with an overflow of spaces already being used.



Above – Existing car park



Above - Overflow of parking space

4.11 Attempts were made by the Trust to contact the owner to determine whether there would be spaces available to be used as a temporary car park. However, these were unsuccessful. It appears that the hotel is no longer in use and that the car parking is being used by the public.

Car Park Site Selection

Assessment IV Appendix

savills

Criteria	RAG Rating	Reasoning
Heritage and Conservation Areas	Green	The site is not within a Conservation Area and does not appear to be any designated heritage assets.
Flood risk	Green	The site is in Flood Zone 1 (low probability of flooding)
Transport and Access	Red	There is existing entrance/exit which is unlikely to require significant modification. There is no opportunity for staff to walk as the site is over 2 hours from Hillingdon Hospital. However, there is nearby public transport links to the site. The journey time is between 9 and 15 minutes. A shuttle bus would be required with a round trip journey time of approximately just under an hour.
Trees and Ecology	Yellow	Trees present on the site which may need to be removed to meet the required number of parking spaces, and some greenfield land may need to be developed.
Amenity	Yellow	The use of this space for hospital staff car parking would remove the ability for the site to be used for hotel parking, or it would require further development to allow for the site to be used for both hotel and hospital parking. The amenity impact, including transport and traffic that would be caused by a change of use would need to be investigated by a transport consultant. Nearby rear gardens from the overflow car park appear to be screened by trees which are present along the border. This will help mitigate any additional noise or light pollution that would be generated by a higher number of cars using the car park.
Previously developed land/Contamination	Yellow	The land is largely developed but will require update to be suitable and safe for hospital use. Some of the site remains greenfield.
Green belt	Yellow	This is Green Belt designated and greenfield land may need to be developed. The open space that would be required for the 400 spaces appears to act as a key contributor to both the openness of the Green Belt in this area, and the protection from encroachment of nearby built up areas. It is considered further development in this area would be detrimental to the Green Belt.

4.12 **Summary**

4.13 Attempts to contact the owners have been unsuccessful. It appears that the hotel is no longer in use and the car park is being used as a public car park.

4.14 However, it is considered that the requirements to allow for the full 400 spaces for temporary hospital use to come forward, in the form of development of a greenfield area within the Green Belt would appear to harm an area of the Green Belt that is considered a key contributor.

4.15 Alongside the need for a shuttle bus at this site, it is considered that it would not be an easily supportable site for development of a car park in planning terms.

