
Appeal Decision

Site visit made on 4 April 2017

by Philip J Asquith MA(Hons) MA MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 21 April 2017

Appeal Ref: APP/F5540/W/16/3160453

Hounslow Heath Golf Course, Staines Road, Hounslow, TW4 5DS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Kidspace Adventures Holdings Ltd against the decision of the Council of the London Borough of Hounslow.
 - The application Ref. 01054/H/P38, dated 7 July 2015, was refused by notice dated 8 April 2016.
 - The development proposed is described as the 'development of Hobblers Heath Children's Zoo and Adventure Park, associated buildings and outdoor play structures, childcare nursery, 9 hole golf course, floodlit golf driving range, adventure golf, surfing lake, associated landscaping, high ropes courses and zip line park, climbing/jump tower, car parking and alterations to two existing vehicular access points off Staines Road'.
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Decision

1. The appeal is allowed and planning permission is granted for the development of Hobblers Heath Children's Zoo and Adventure Park, associated buildings and outdoor play structures, 9 hole golf course, floodlit golf driving range, adventure golf, associated landscaping, high ropes courses and zip line park, climbing/jump tower, car parking and alterations to two existing vehicular access points off Staines Road in accordance with the terms of the application Ref. 01054/H/P38, dated 7 July 2015, and the plans submitted with it, subject to the conditions set out in the attached schedule.

Preliminary Issues

2. During the course of the Council's consideration of the application the description of the proposed development was amended by the appellant, particularly in light of consultation responses received. Amongst the principal changes were the removal of the proposed surfing lake and the childcare nursery building, and reduction in the number of proposed car parking spaces. The description of the amended development on the Council's decision notice was the 'development of Hobblers Heath Children's Zoo and Adventure Park, associated buildings and outdoor play structures, 9 hole golf course, floodlit golf driving range, adventure golf, associated landscaping, high ropes courses and zip line park, climbing/jump tower, car parking and alterations to two existing vehicular access points off Staines Road'. For the avoidance of doubt, it is on this latter basis that I have determined this appeal.
3. The proposal was subject to Environmental Impact Assessment. In determining the appeal I have had regard to the environmental information supplied within

the Environmental Statement accompanying the application, together with all other environmental information supplied.

4. The development plan for the area includes the Hounslow Local Plan (HLP), adopted on 15 September 2015, and the London Plan (LP) consolidated with alterations since 2011.

General Background

5. There are several elements to the development proposal, the overall application site area extending to almost 48 hectares on what was the former 'pay and play' 18-hole Hounslow Heath Golf Centre, which closed in 2016. The children's zoo would comprise animal enclosures for both smaller animals, which would be located close to the main entrance off Staines Road, together with larger paddock animal enclosures extending to the south. The Adventure Park element would include high ropes courses, zip wires and play areas and there would be updated golfing facilities including a re-ordered 9-hole course, a driving range and a smaller adventure golf element.
6. Associated with the scheme would be a principal entrance building incorporating a play area, restaurant and shop with office and storage space. There would be two separate workshop and maintenance buildings, golf club house and driving range building. The principal on-site parking provision would be within the main body of the site to the southern side of Staines Road, with a smaller overspill parking area to the north. It is envisaged that the Adventure Park and zoo element would be operated as a separate entity from the golf facility and the whole scheme would progress in phases.

Main Issues

7. From all I have read and seen, I consider the main issues in this case to be:
 - whether the proposal would be inappropriate development in the Green Belt having regard to the National Planning Policy Framework (the Framework) and any relevant development plan policies; its effect on openness; the impact on the Green Belt's appearance and character; and would the harm by reason of inappropriateness, and any other harm, be clearly outweighed by other considerations and, if so, would these amount to the very special circumstances required to justify the proposal.
 - the proposal's impact on the biodiversity and ecology of the area;
 - the impact of the development on the living conditions of nearby residential occupiers as a result of noise and disturbance; and
 - the effect on highway and pedestrian safety, and the free flow of traffic.

Reasons

Green Belt

8. The appeal site lies within the Green Belt (GB) and is designated as Metropolitan Open Land (MoL). HLP Policy GB1 seeks to protect and enhance the GB to maintain its openness, quality and permanence. This is to be

achieved by ensuring any development is not inappropriate and meets the purposes of the GB and MoL. London Plan Policy 7.16 seeks to protect the GB from inappropriate development and notes that this should be refused except in very special circumstances. These policies reflect national policy advice within the Framework.

9. The Council acknowledges that the leisure uses including the 9-hole golf course, children's zoo, Adventure Park, and high ropes courses are not inappropriate within the GB. It further accepts that the car parking areas, pathways, fencing and internal road within the development comprise engineering operations, which paragraph 90 of the Framework states are not inappropriate development providing they preserve the openness of the GB.
10. The Council's decision notice refers only to the principal entrance building, workshop and maintenance buildings, golf club house and driving range building as being inappropriate development. The appellant accepts that these buildings do not fall within any of the categories of buildings in paragraph 89 of the Framework and, as such, should be regarded as inappropriate GB development. I have no reason to disagree. Framework paragraph 87 states that inappropriate development is, by definition, harmful to the GB and should not be approved except in very special circumstances.
11. Within the context of the appeal, the Council now maintains that ancillary structures associated with these uses, such as ticket booths, viewing platforms, animal shelters/huts, play and climbing equipment, would be buildings which in themselves would be inappropriate development. Having regard to these latter structures, Framework paragraph 89 notes that appropriate facilities for outdoor sport and outdoor recreation are not inappropriate providing they preserve the openness of the GB and do not conflict with the purposes of including land within it. In my view these ancillary structures would be requisite and appropriate facilities to support the uses which are in themselves not inappropriate GB uses and would not materially affect GB openness.
12. The principal buildings would be concentrated close to the Staines Road entrance to the site and therefore would relate well to existing built development and other uses, including a recycling facility to the north of this principal road, and to the adjacent showman's site and former garden centre site to its south. Nonetheless, because of their form, scale and footprint I consider there would be some undoubted impact on the openness of the GB resulting from the development, openness being one of the GB's essential characteristics. This would arise from the quantum of building being greater than that which exists on the site and which was connected with the previous golf course use, most of which would be replaced by the new structures¹, and the fact that some of these would be somewhat more widely dispersed within the site. However, this impact would be limited because of the clustering of the main built elements and the fact that by far the majority of the site would remain in open uses which, in themselves, would not be inappropriate.
13. The Council has not suggested any conflict with the purposes of the GB as set out in Framework paragraph 80. However, the appellant acknowledges that

¹ The Council previously had granted permission for the redevelopment of the site to provide a two-storey club house, driving range, shop and green-keeping facility in 2008 to 2012, but this was not implemented.

there would be a degree of conflict with the purpose of checking unrestricted sprawl. Whilst I agree with this assessment, I also concur with the appellant that this would be considerably mitigated by the suggested concentration of the buildings close to Staines Road which would be well-related to the other existing and past uses already referred to.

14. The appearance and character of the appeal site would undergo a change from its present unused state. However, the siting and design of the various components of the proposed development have been carefully considered, with the climbing and aerial elements largely confined to existing well-treed areas, play areas being within a landscaped framework and the car parking area close to Staines Road. Although some of the trees that presently screen the site from Staines Road would be removed, others would remain and would be supplemented by additional planting. The design of the main building would bear some resemblance to one of an agricultural nature though this is not a factor which in my view makes it necessarily more suitable for this location.
15. Nonetheless, I consider that in its own right this element, because of its size and two-storey nature would be the more prominent amongst the proposed buildings, would not have a harmful visual impact. The main car park area would have a capacity to accommodate up to 500 vehicles, with the overflow car park to the north of Staines Road capable of accommodating a further 100. Because of their size and configuration, and despite screening afforded and capable of being afforded by landscaping, I consider these areas would have some negative impact on the overall character of this part of the GB. In the case of the main car park this impact would be increased because of the need for some perimeter fencing up to 20m in height for protection from the adjoining golf driving range.
16. Thus, I conclude that there would be elements of the scheme which would be inappropriate GB development, there would be some reduction in openness and there would be some limited adverse impact on the appearance and character of the GB.
17. Framework paragraph 88 states that substantial weight should be given to any harm to the GB. Very special circumstances will not exist unless the potential harm to the GB by reason of inappropriateness and any other harm, is clearly outweighed by other considerations.
18. I turn now to whether there are considerations favouring the proposal to weigh against this identified harm. I consider later in my conclusions on the planning balance whether these are sufficient to clearly outweigh this harm and any other harm that may be later identified and therefore amount to very special circumstances that would justify the development.
19. The proposal would secure the investment required to maintain a golf facility on the site. It is apparent that the existing golfing facility was not viable, with earlier permission for more intensive golf facilities never being implemented. The provision of the proposal's improved golfing facility, alongside the other leisure facility elements, would help to ensure the long-term, predominantly open, leisure use of the site. The appellant suggests that the maintenance of a golf facility could not be achieved without the additional

leisure use now proposed and I have seen no substantive evidence to the contrary. General support for the this type of project as a potential tourist attraction is provided by the Government's Tourism Policy and Visit England's Strategic Framework for Tourism 2010-2020.

20. The appellant notes that the need for buildings of the suggested size relates to the requirements of an outdoor attraction of the nature of that which is proposed. The main building would be associated with the children's zoo and Adventure Park, providing facilities such as toilets, staff room, storage and maintenance areas. It would have an indoor play area for inclement weather and for times of the year when it would not be viable to otherwise operate the facility. The sizes of various buildings are related to expected visitor numbers based on the appellant's current experience of operating a similar facility.
21. The scheme would represent a considerable financial investment of up to some £15 million that is estimated would result in around 150 direct jobs. Evidence provided, including the Council's Local Economic Assessment Report and the Government's Index of Multiple Deprivation, suggests that areas within Hounslow are amongst some of the most deprived in the country.
22. The proposal would thus have the potential to provide local employment opportunities as well as an additional and an unusual leisure facility in an urban setting which benefits from access by public transport. In addition, there would be potential educational benefits through the availability of focussed interactive school activities. Whilst there may be some degree of seasonality and flexibility in the jobs that would be created, these would still represent a distinct benefit within the area and there may be a greater degree of consistency in employment because of its urban as opposed to a more remote countryside location. I accord these potential benefits significant weight.

Biodiversity and ecology

23. There are no nationally or internationally designated sites of nature conservation importance on the appeal site or within the zone of influence of the proposed development. The appeal site does, however, form part of two metropolitan Sites of Importance for Nature Conservation (SINCs) - the Hounslow Heath and Crane Corridor SINCs. Also, the Hounslow Heath Local Nature Reserve (LNR), covering an extensive area of lowland open heathland, abuts a large part of the eastern boundary of the main portion of the appeal site.
24. The ES assessed the impact of the scheme on the ecology of the area, involving an initial Phase I habitat survey followed by more detailed Phase II investigations including surveys for reptiles, otter/water vole, bats and great crested newts. The ES noted that the differing habitat blocks within the site are generally of relatively low intrinsic ecological value, with the best habitat being present within the riparian corridor of the River Crane and on the site peripheries.
25. A number of protected species are present on the appeal site or commute and forage there. The Council notes that the ES did not address the impact of the scheme on the LNR. It considers the significant intensification of use of the

- site and a more manicured approach to landscaping and would result in habitat loss. This would impact on those higher quality habitats on the site's peripheries, with the high ropes courses within the tree canopy disturbing breeding birds, and extensive fencing severing mammal movement.
26. The ES acknowledges that in both constructional and operational phases the scheme could have some impact on the protected species identified as being present, or potentially present, within the appeal site and within the zone of influence of the project. In terms of breeding birds, bats, badgers, reptiles and the Stag Beetle, impacts are assessed as either of minor adverse or negligible significance, with mitigation solutions available to reduce the risk of any significant negative impact and the maintenance of the Favourable Conservation Status of species.
27. Within the context of the appeal, the appellant undertook a further specific assessment of potential effects on the SINC and the LNR. A number of mitigation and compensation measures are proposed which could be secured by the imposition of appropriate conditions. These include the need for an ecological management plan to be agreed and implemented. This would help to ensure any newly created habitats become established, are maintained in a favourable condition and are subsequently monitored. Such a plan would include a reptile translocation scheme, measures to protect breeding birds, nests and eggs, provision of ecological clerk of works supervision to monitor vegetation clearance, an ecological lighting plan and details of how enhancement measures would be monitored, managed and maintained. The securing of additional surveys on the Mill Stream to ascertain whether water vole might be present is a further suggested condition, and the appellant's assessment of impact on the SINC and LNR indicates that further bat surveys would be necessary.
28. Other suggested conditions would include the provision and implementation of a non-native invasive species eradication plan, the appeal site currently being contaminated in parts by Japanese Knotweed, Himalayan Balsam and Giant Hogweed², and the provision of landscaping and tree planting, which would compensate for any vegetation loss and could result in habitat enhancement. As advised by the Environment Agency, the proposed scheme was amended to provide an eight-metre stand-off from the eastern bank of the River Crane and this would help mitigate impact on the biodiversity of this riparian corridor. A River Crane Feasibility Study is proposed in order to improve the habitat and water quality along the river and to also create a specific project to divert flow from the River Crane to Mill Stream to assist in the enhancement of the river corridor.
29. I have noted the representations made by the London, Essex and Hertfordshire Amphibian and Reptile Trust whose main concern is with possible adverse effects through public pressure and direct persecution of protected reptiles in the Hounslow Heath LNR, which it indicates is the most significant site for reptiles in Greater London. Golf course use would remain in the part of the site abutting the LNR and I consider the impact on the LNR, due to indirect disturbance through visitor pressure, would be low providing the suggested mitigation is in place.

² The Council indicates that removal of these invasive species is already the responsibility of the leaseholder (the Council) so that a condition requiring the same would not be a specific advantage of the scheme.

30. Similarly, the eight-metre set back of the proposed animal enclosures from the River Crane and the fact that use of the site close to the river would only be in the tree canopy with the high ropes course, and at high level the zip wire, would serve to mitigate impact on this SINC. In light of the proposed mitigation and compensation measures that could be secured, the appellant's assessment of the potential effects on the SINC and the LNR is that these would be minor adverse.
31. Whilst undoubtedly resulting in a change to the nature of a large part of the appeal site, there would be scope for possible ecological and biodiversity enhancement. In recommending approval of the proposal, the Council's planning officer concluded that any significant adverse impact on biodiversity could be avoided.
32. I have carefully considered the views expressed by Friends of the River Crane (FORCE), the London Wildlife Trust, the CPRE and others, who have expressed concerns regarding the protection of the SINC and the LNR. However, although there would inevitably be some impact on existing ecological interest, I have seen no compelling evidence to suggest that, with mitigation in place secured by appropriate conditions, this would be significantly harmful. As such, there would be general accord with LP Policy 7.19 and HLP Policy GB7. These respectively seek to ensure that sites of borough and local importance for nature conservation are given a level of protection commensurate with their importance, and that the Borough's natural environment is protected and enhanced.

Noise and disturbance

33. A noise assessment was prepared and methodology agreed as part of the application following consultation with the Council's Environmental Health team. Baseline noise surveys were carried out at the nearest noise-sensitive receptors, which were identified as residential properties within Beeston Way backing onto the western bank of the River Crane and the nearest of which would be some 55 -60m away. They were also carried out close to the proposed high rope and zip line courses within the western portion of the appeal site. Noise from these proposed uses is that which the Council considers would be harmful to living conditions.
34. The noise environment at the survey locations was dominated by noise from aircraft at the nearby Heathrow Airport. Noise from the high ropes course and climbing/jump tower would be predominantly from raised voices and in respect of the proposed zip line course from noise and shouts of those using it and from the apparatus itself. Operational sound levels, whether in relation to what would be the loudest predicted hour in the day when the facility was at full capacity, or when it was being used at off-peak times, were predicted within the assessment as being below the background noise levels at the nearest noise sensitive receptor points. The appellant notes that the baseline noise surveys are representative of the quietest operation mode of the airport. British Standard 4142:2014 'Methods for rating and assessing industrial and commercial sound' notes that where a noise rating level does not exceed the background sound level this is an indication of a specific sound source having a low impact depending on context.

35. In commenting on the application, the Council's Environmental Health team was satisfied that the assessment addressed the noise issues likely to arise and this was a view shared in the planning officer's report to the relevant committee. The Council has not undertaken or commissioned any further assessment itself and has not provided any further substantive evidence that would contradict the findings of the appellant's assessment.
36. I have no doubt that the voices and shouts of those participating in the high ropes, climbing/jump tower and zip wire courses would, on occasion, be audible to residents in Beeston Way and this would represent a change from the noise environment associated with golf course use. Nonetheless, this is likely to be intermittent and would be limited through the operational hours of the facility so that there would be unlikely to be activity at times when residents might expect a greater degree of quietude.
37. When in leaf the trees within the site would be likely to screen views out towards residential properties from the high ropes course and after leaf fall the separation distances from the nearest properties would be sufficient to ensure no undue loss of privacy from overlooking. Whilst the extent of the appeal site may suggest scope for the high ropes course to have been sited further from residential properties, I do not consider that the present proposal would result in harm to the living conditions of nearby residents sufficient to warrant rejection of the proposal on this basis.
38. The proposal would not therefore conflict with HLP Policy EQ5, which requires new development to have considered the impact of noise on surrounding uses according to their sensitivity. Nor would it conflict with the thrust of HLP Policy CC2 having regards to respecting the amenity of existing residents.

Highway and pedestrian safety, and free flow of traffic

39. The application was supported by various transport-related documents including a Transport Assessment, a Travel and Visitor Management Plan (TVMP) and a Stage 1 Road Safety Audit. In the absence of comparable sites on the TRICS database comparisons were made with the Chessington World of Adventures attraction in the neighbouring borough to estimate trip generation and modal share. The Council considers that the estimated trip generation for transport modes other than the car is over-optimistic by comparison; this could have consequences for assessing the traffic impacts of the proposal, any potential effect on junction capacities, and parking provision.
40. The appellant has used a figure of 70% of trips by means of the car, with 10% walking and about 19% travelling on public transport (which, because of distance of the site from train and underground stations, would be predominantly by bus, with three bus routes passing the site). These figures were agreed by Transport for London (TfL) and by the Council's own highways officers prior to determination of the application. There have been no subsequent changes to transport provision to the site that would affect accessibility by sustainable transport modes.
41. The appellant has prepared a TVMP with measures within it agreed in principle with Council highways officers and with TfL. This aims to persuade

visitors to the development to travel by sustainable transport modes and sets a target of a reduction in car-borne travel of 10%. The Council considers that the proposed measure of charging for car parking would be unlikely to deter visitors from changing from travel by car in favour of more sustainable forms of transport, particularly when such charges would be likely to be small by comparison with the cost of entry to the facilities. It is also considered that the absence of dedicated cycling infrastructure within sections of Staines Road and Green Lane, close to the site, could deter travel by cycle.

42. The appellant's Transport Assessment details the Council's planned improvements to the cycle network, which includes a 3km length of Staines Road to the east and west. This would provide linkages to the wider network of cycling routes and quieter roads. The appellant has agreed to safeguard a 10m-wide strip of land on the site frontage to the north of Staines Road to provide an off-carriageway combined cycleway/footpath which could be linked to potential future improvement to the existing pinch-point of Baber Bridge.
43. The TVMP is intended to be a live document with the ability to evolve and change. It would be secured by condition, with the Council needing to be satisfied with the measures contained within it, and its effectiveness would require monitoring. I have some doubts as to efficacy of car park charging and cycling facility improvements in terms of encouraging significant modal shift. Nonetheless, on the basis of the previously agreed suggested modal split with TfL and the Council's highways officers, I do not view the suggested figures as being unduly over-optimistic.
44. Staines Road forms part of the Strategic Road Network within London in respect of which TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not adversely impact upon it. The existing access to the golf course would be modified, a ghost island right-turning lane for east-bound traffic would be provided, and the existing westbound bus stop relocated and improved. The appellant's Road Safety Audit for the site access on Staines Road did not identify any significant road safety problems, with preliminary designs agreed by the Council's highways officers and by TfL. I have seen no evidence to suggest that these elements of the proposal, in themselves, would have any detrimental safety implications.
45. Regarding the free flow of traffic on the road network, highway capacity assessments were undertaken and modelling calculations agreed with the Council's highways officers and by TfL. The proposed site access junctions are predicted to function within their operational capacity at all times and would not interrupt the free flow of traffic. The principal traffic impact is predicted to be at the junction of Staines Road and Green Lane to the east of the main site access. This is signalised but does not currently include a controlled pedestrian crossing facility. The appellant agreed with the Council's highways officers and TfL to contribute to the installation of a dedicated and controlled facility to assist in pedestrian safety.
46. Assessments indicate that the installation of a pedestrian crossing facility would increase queue lengths such that the junction would remain operating in excess of theoretical capacity during the morning and evening peaks but within capacity at all other periods. The effects of traffic generated by the proposal itself would result in minimal changes in queue length (3- 4 cars at

peak times). However, most of the traffic generated by the proposed development would take place outside peak hours. It is also apparent that traffic attending car boot sales on the adjacent former garden centre site has been taken into account in assessing traffic impact since assessment included a Bank Holiday Monday, a day when the car boot sale operates and when traffic generated by the proposed development would be expected to be at its peak. Therefore, the development has been assessed when the combined base plus development traffic flows have accounted for traffic generated by the car boot sale. The installation of dedicated pedestrian crossing facilities has been balanced against the operation of the junction and both the Council's highways officers and TfL agreed that it would perform satisfactorily.

47. Modelling indicates that on peak days all junctions operate within capacity. Any traffic generated by the development could be accommodated on the network although on-site traffic management may be necessary at peak times.
48. Parking for up to 600 vehicles is proposed; 350 with an overspill of 150 spaces on the main site, with a second overflow car park with 100 spaces to the north of Staines Road. The Council suggests that it is unclear whether the proposed parking provision would be sufficient for the number of visitors arriving by car or whether there would be overspill parking onto the surrounding network. This is based on its assumption that an 80% modal share of journeys by car is more robust than the 70% used in the Transport Assessment. Also, it suggests that the car park within the main site would be unlikely to be used to a 100% capacity, thereby necessitating greater use of the overspill parking area to the north side of the road, with implications for traffic flow.
49. The level of parking provision represents a balance, agreed with the Council's highways officers and TfL, so as not to make over-provision in order to positively encourage use by alternative sustainable modes, or an under-provision which could lead to off-site problems. It is suggested that the overflow parking would be used during special events or at times of abnormally high demand, with predictions that this would be only some 13 times a year.
50. As already referred to above, both TfL and the Council's highways team have accepted a 70% modal share of journeys by car. The appellant states that the car parking area would be managed with marshalling to guide drivers to available spaces. This would assist in ensuring that the main car parking area would operate to near 100% capacity. To ensure this I consider a condition to require the submission and implementation of a car park management plan would be both reasonable and necessary.
51. Overall, with the imposition of appropriate conditions I consider the proposal would not prejudicially affect the free flow of traffic on the local highway network, or pedestrian or vehicular safety. As such, there would be no material conflict with HLP Policy EC2, which seeks to secure a more sustainable local travel network. Similarly, there would be no conflict with the thrust of LP policies in relation to transport and movement, including Policy 6.3. This requires that proposals should be fully assessed to ensure in terms

of impacts on traffic capacity and there should be no adverse effect on safety on the transport network.

Planning balance

52. In terms of the overall planning balance in respect of the main issues identified, I conclude that, with mitigation secured through the imposition of appropriate conditions, the proposal would have no significant harmful impacts on the biodiversity and ecology of the area, living conditions of nearby residential occupiers or on highway and pedestrian safety and the free flow of traffic.
53. There would be elements of the scheme which would be inappropriate GB development, with some reduction in the openness of the GB and some limited adverse impact on its appearance and character. I accord these effects on the GB substantial weight. Nevertheless, there would be benefits arising from the scheme including significant financial investment that would secure a predominantly open leisure use on the site and which would result in significant employment opportunities in an area that is, within a national context, one of the most deprived.
54. In my view, these benefits constitute considerations that amount to very special circumstances which clearly outweigh the harm to the GB by reason of inappropriateness, reduction in openness and impact on appearance and character. As such, and taking all the above into account, I consider there would be no conflict with the development plan when taken as a whole. The proposal would constitute sustainable development in relation to its economic, social and environmental effects and there would be accord with policy in the Framework which is supportive of such.

Other matters

55. The appeal site contains made ground, having been previously used as a landfill site. The appellant submitted with the application both a Phase 1 Environmental Desk Study and a more detailed Phase 2 Site Investigation Report involving drilling and testing. Concern has been expressed by some parties as to the release through construction work of possible contamination with consequent risk to health. The Council has suggested the imposition of a condition in the event of permission being granted requiring detailed study of each phase of the proposed development which would record the nature of any contamination found and, if required, set out a scheme for decontamination.
56. The appeal site is within an Air Quality Management Area (AQMA), which covers the whole Borough. The appellant's Environmental Statement considered potential effects on air quality at sensitive receptor locations within the AQMA during construction and operational phases. The proposal would result possible dust emissions during construction and there would be additional exhaust emissions from road traffic both during construction and operation. With mitigation through the inclusion of appropriate conditions, residual impacts during construction are considered short-term, negligible and reversible. Residual impacts from the operation of the development are assessed as long-term but negligible and local. Further, some degree of

amelioration could be achieved through the working of the Travel Plan and the ecological enhancements proposed with the scheme. On this basis I consider there would be compliance with HLP Policy EQ4 relating to air quality.

57. Concern has been expressed that the proposals would reduce public access to the open space in this part of the area. The London Outer Orbital Path (LOOP) long distance path crosses the existing golf course. This is specifically excluded from the appeal site and would remain unaffected by the proposal. There are no other formal rights of way across the site although representations suggest that the site is very permeable to public access, with a number of informal routes across it. Whilst this informal access would be lost, the scheme would specifically provide a permissive footpath link from the London Loop through the main body of the site to connect to Staines Road. Furthermore, the proposal would be available to the appellant's estimate of over 300,000 visitors a year, most of whom would not be expected to normally access the area.
58. FORCE considers that the proposal would negate the possibility of providing a dual cycle and walking route along the eastern bank of the Crane corridor and which would offer an improvement to the existing path on its western bank, which is prone to flooding. Nonetheless, such a route appears to be aspirational, is not contained in any extant formal plan and impact on this was not a concern expressed by the Council.
59. I have taken account of all other matters raised but none is sufficient to outweigh the balance of my conclusions that the proposal is acceptable.

Conditions

60. I have considered the conditions suggested by the Council and commented upon by the appellant in the event of the appeal being allowed. I have where necessary amended wording for clarity and consistency and to accord with guidance provided in the Government's Planning Practice Guidance. For conciseness I have combined certain of the suggested conditions. The conditions considered to satisfy the tests in Framework paragraph 206 are set out in the attached schedule.
61. In addition to the standard condition for commencement of development a condition is necessary to specify the plans to which the permission relates, in the interests of proper planning and for the avoidance of doubt. The following are other conditions I consider to be necessary.
62. Conditions requiring plans and details of various elements of the scheme, including materials, to be submitted to and approved by the Local Planning Authority are needed to ensure a satisfactory appearance. To safeguard the living conditions of nearby residents conditions are needed to restrict the opening hours of the differing elements of the proposal. The appellant considers the opening hours of the high ropes course should be until 22.30, as originally suggested by the Council in the officer's report to committee. In the Council's appeal statement the closing time for this facility is suggested to be 22.00. In the interests of safeguarding the living conditions of nearby residents to the west of the site, I agree with this latter suggestion,

particularly as the appellant states that this facility would not be open after dusk. For residential amenity reasons a condition to restrict noise levels is similarly required.

63. Also to safeguard residential amenity a condition restricting construction hours is required and to protect general amenity it is necessary to impose a condition requiring details of refuse storage. Details of floodlighting are required to protect visual amenity and to avoid endangering aircraft operations because of potential confusion with aeronautical ground lights.
64. Details of landscape design and the provision of a Landscape Management Plan are required in the interests of biodiversity, visual amenity and to avoid endangering the safe passage of aircraft and the operation of Heathrow Airport because of the hazard risk through bird attraction. I consider such a condition to be particularly relevant since, with the removal of the surfing lake, there are no specified proposals for the part of the application site north of Staines Road, other than an overflow car park.
65. Details of boundary treatments are needed in the interest of appearance and to ensure the permeability of relevant fencing so as not to impede water flow during flood events and also, where appropriate, to allow the passage of wildlife. Details of tree planting and protection of trees to be retained are required to maximise biodiversity on the site and in the interests of the appearance of the area. To ensure the success of tree planting in the interests of amenity I have included the requirement that any tree dying within five years of being planted should be replaced, rather than within two years as suggested.
66. Having regard to nature conservation interests, there is a need for approval of an Ecological Management Plan, a further water vole survey is required on part of the Mill Stream, a further survey is needed to assess whether bats are present on the site, and details of bird and bat box provision need to be agreed. There is also need for agreement of an Invasive Species Management Plan.
67. To prevent obstruction and inconvenience to highway users, the proposed parking, loading and turning spaces within the site should be provided before any use commences. As development is proposed to take place in phases within what is a former landfill site a condition requiring contamination investigation and, where necessary, measures for decontamination is required.
68. In the interests of highway safety and convenience and free flow of traffic, conditions are needed to require the agreement of a Construction Logistics Plan, a Delivery and Servicing Plan, a Travel and Visitor Management Plan, improvements to the pedestrian underpass beneath Staines Road (to allow pedestrian passage between the northern and southern elements of the site clear of the highway), the agreement and provision of entry and exit signage, the provision of a Car Park Management Plan, details of the proposed overflow car parking, the relocation of the current westbound bus stop on Staines Road, details of the access road within the main site, and the undertaking of highway improvement works.

69. To promote access by sustainable transport, conditions are needed to ensure adequate cycle storage on site, the safeguarding of land to the north side of Staines Road, details of provision for future cycle and footpath facilities there, and provision of a temporary footpath within the site from Baber Bridge to the pedestrian underpass.
70. To ensure the proposed buildings on site are built to high levels of sustainability I shall impose the suggested conditions to ensure compliance with the appellant's submitted Energy Statement and compliance with the appropriate Building Research Establishment Environmental Assessment Method (BREEAM) standards. Also, to maximise sustainability and to prevent the risk of flooding and pollution, a condition is needed to require the agreement of a Sustainable Urban Drainage Scheme. With such a condition I do not consider there is need for a condition requiring a separate scheme for the disposal of surface water or a scheme to treat and remove suspended solids, and disposal of foul drainage would be covered by other legislation.
71. Whilst the majority of the appeal site is made ground following infilling, there are areas close to Staines Road, which is presumed to follow the line of a Roman Road, and to the River Crane where there may be items of archaeological interest. A condition is therefore necessary to require the approval of a Written Scheme of Investigation to safeguard any such interest.
72. Agreement of a piling method statement is required as some of the proposed works would be close to underground water utility infrastructure. Finally, a condition is required to ensure compliance with the submitted phasing plan, or subsequent plan to be agreed with the Local Planning Authority, in order to avoid any detrimental impact on the comprehensive development of the site, amenity or highway safety.
73. I do not consider there to be a need to include a specific condition requiring development to be carried out in all respects with the approved plans since it is axiomatic that this is what should occur and the Council has necessary enforcement powers to ensure compliance.

Conclusion

74. For the above reasons and having taken into account all other matters raised, I conclude that the proposal is acceptable and the appeal should succeed.

P J Asquith

INSPECTOR

SCHEDULE OF CONDITIONS

Commencement

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Approved plans

The development hereby permitted shall be carried out in accordance with the following approved plans: A-PL-P001 Rev. A, A-PL-P002, A-PL-004 Rev. A, A-PL-016 Rev. A, A-PL-031 Rev. A, A-PL-032 Rev. A, A-PL-033 Rev. A, A-PL-041 Rev. A, A-PL-042 Rev. A, A-PL-043 Rev. A, KSH/15/G2, A00482 Rev. 02, A00489 Rev. 00, A00500 Rev. 01, A00501 Rev. 01, A00502 Rev. 01, A00503 Rev. 00, A00504 Rev. 00, A00505 Rev. 01, A00506 Rev. 01, UKS11014, JKK8526 _FIGURE 01.01, JKK8526 _FIGURE 01.02, JKK8526 _FIGURE 01.03, JKK8526 _FIGURE 01.04, JKK8526 _FIGURE 01.05, JKK8526 _FIGURE 01.06, JKK8526 _FIGURE 01.07, JKK8526 _FIGURE 01.08, JKK8526 _FIGURE 01.09, JKK8526 _FIGURE 01.10, JKK8526 _FIGURE 01.11, JKK8526 _FIGURE 01.12, JKK8526 _FIGURE 01.13, JKK8526 _FIGURE 01.14, JKK8526 _FIGURE 01.15, JKK8526 _FIGURE 01.16, JKK8526 _FIGURE 02.01, JKK8526 _FIGURE 02.02, JKK8526 _FIGURE 02.03, JKK8526 _FIGURE 02.04, JKK8526 _FIGURE 02.05, JKK8526 _FIGURE 02.06, JKK8526 _FIGURE 02.07, JKK8526 _FIGURE 02.08, JKK8526 _FIGURE 03.01, JKK8526 _FIGURE 03.02, JKK8526 _FIGURE 03.03, JKK8526 _FIGURE 03.04, JKK8526 _FIGURE 03.05, JKK8526 _FIGURE 03.06, JKK8526 _FIGURE 03.07, JKK8526 _FIGURE 03.08, 100. Rev. A, 101. Rev. B, 102. Rev. C, 103. Rev. C, 104. Rev. A, 105. Rev. A, A-PL-003 Rev. G, A-PL-005 Rev. B, A-PL-006 Rev. B, A-PL-007 Rev. B, A-PL-008 Rev. B, A-PL-011 Rev. C, A-PL-012 Rev. C, A-PL-013 Rev. C, A-PL-014 Rev. C, A-PL-015 Rev. C, A-PL-044 Rev. B, A-PL-045 Rev. B, JNY8426-103 Rev. B.

Children's Play Structures

2. Detailed drawings of children's play structures including: play structures; samples of materials and finishes; surfacing materials and finishes; and boundary treatments shall be submitted to and approved in writing by the Local Planning Authority before development on Phase 4A commences and the development shall not be carried out otherwise than in accordance with any such approval.

Animal enclosures

3. Detailed drawings of animal enclosures and shelters including: animal shelters; samples of materials and finishes; surfacing materials and landscaping; and boundary treatments shall be submitted to and approved in writing by the Local Planning Authority before development on Phase 4A commences and the development shall not be carried out otherwise than in accordance with any such approval.

High Ropes Course

4. Detailed drawings of the high ropes course including: samples of materials and finishes; surfacing materials and landscaping; boundary treatments; tree fixings; and pole locations shall be submitted to and approved in writing by the Local Planning Authority before development on Phase 4B commences and the development shall not be carried out otherwise than in accordance with any such approval.

Adventure golf course

5. Detailed drawings of the adventure golf course including: golf structures; samples of materials and finishes; surfacing materials and landscaping; a planting plan; boundary treatment; and lighting shall be submitted to and approved in writing by the Local Planning Authority before development on Phase 3 commences and the development shall not be carried out otherwise than in accordance with any such approval.

Greenkeeper's facility

6. Detailed drawings of the greenkeeper's facility including: samples of materials and finishes; surfacing materials and landscaping; and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before development on Phase 3 commences and the development shall not be carried out otherwise than in accordance with any such approval.

High ropes entrance

7. Detailed drawings of the high ropes entrance including: samples of materials and finishes; surfacing materials and landscaping; and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before development on Phase 4B commences and the development shall not be carried out otherwise than in accordance with any such approval.

Viewing platform, café, WCs

8. Detailed drawings of the viewing platform, café and WCs, including: samples of materials and finishes; surfacing materials and landscaping; and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before development on Phase 4B commences and the development shall not be carried out otherwise than in accordance with any such approval.

Details of materials

9. Before the development of each relevant phase commences, details of the materials to be used in the construction of the external surfaces of the play barn, maintenance buildings, golf clubhouse, golf driving range bays, adrenaline tower and Buildings F, H1 and H2 hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Hours of use

10. The use of the following elements of the development hereby permitted shall be limited to the following times:

(a) The driving range shall not be open to customers outside the hours of 07:00 hours to 22:30 hours Monday – Sunday.

(b) The 9-hole golf course shall not be open to customers outside the hours of 07:00 hours to 22:30 hours Monday – Sunday.

(c) The adventure golf course shall not be open to customers outside the hours of 07:00 hours to 22:30 hours Monday – Sunday.

(d) The high ropes course shall not be open to customers outside the hours of 09:00 hours to 22:00 hours Monday – Sunday.

(e) The children's play barn, children's play areas and animal enclosures shall not be open to customers outside the hours of 09:00 hours to 20:00 hours Monday – Sunday.

Hours of construction

11. No demolition or construction work shall take place on the site except between the hours of 08:00 to 18:00 on Mondays to Friday and 09:00 to 13:00 on Saturdays and no demolition or construction work shall take place on Sundays and Public Holidays without the prior written agreement of the Local Planning Authority.

Refuse storage and recycling

12. The use hereby permitted shall not be begun until details of the arrangements for storing of waste and recycled materials have been submitted to and approved in writing by the Local Planning Authority. The arrangements for storing waste and recycled materials shall not be carried out otherwise than in accordance with any approval given and shall be completed before use of any part of the relevant phase of development is commenced.

Floodlighting

13. Details of any floodlighting, including lux levels, direction and screening of any floodlighting, shall be submitted to and approved in writing by the Local Planning Authority before any use hereby permitted commences. Development shall be carried out in accordance with the approved details.

Landscape design

14. No development shall take place until a scheme showing full details of hard, soft and water landscaping works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved. The scheme details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing

materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage, power and communications cables, pipelines etc. indicating lines, manholes, supports etc.); and retained historic landscape features and proposals for restoration, where relevant. Soft landscape works shall include: planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and an implementation programme. No subsequent alterations to the approved landscaping scheme shall take place unless submitted to and approved in writing by the Local Planning Authority.

Boundary treatment

15. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. This shall include details of boundary treatment within the likely extent of a 1 in 100 flood event plus an appropriate allowance for climate change. The boundary treatment shall be completed before the use of the relevant phase of development to which it relates is commenced. Development shall be carried out in accordance with the approved details and any subsequent amendments shall be agreed in writing with the Local Planning Authority.

Landscape Management Plan

16. A landscape management plan for each phase of development, including long-term design objectives, management responsibilities and maintenance schedules for all hard and soft landscape areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the use of the relevant phase of the development. The landscape management plan for each phase shall be carried out as approved.

Tree planting

17. No works or development shall take place until full details of all proposed tree planting, including along the northern boundary of the car park to the southern side of Staines Road and the boundaries of the driving range, and the proposed times of planting, have been submitted to and approved in writing by the Local Planning Authority, and all tree planting shall be carried out in accordance with those details and at those times. If within a period of five years from the date of the planting of any tree, that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, (or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective,) another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Trees to be retained

18. In this condition 'retained tree' means an existing tree which is to be retained in accordance with the approved plans and particulars, and paragraphs (a) and (b) below shall have effect until the expiration of five

years from the date of the occupation of the Hobblers Heath building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work) or any other BS replacing this.

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written approval of the Local Planning Authority.

Parking

19. The parking, loading and turning spaces shown on drawing No. A-PL-005 Rev. B shall be constructed and available for use before first use of any part of the development and such spaces shall not be used for any other purposes.

Contamination

20. Before the development of each phase hereby permitted commences:

(a) A contaminated land Phase 1 desk study report shall be submitted to and approved in writing by the Local Planning Authority. Should the Phase 1 report recommend that a Phase 2 site investigation is required, this shall be carried out and submitted to and approved in writing by the Local Planning Authority. The site shall be investigated by a competent person to identify the extent and nature of contamination. The report should include a tiered risk assessment of the contamination based on the proposed end use of the site. Additional investigation may be required where it is deemed necessary.

(b) If required as a result of the findings of site investigation, a scheme for decontamination of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved.

(c) The Local Planning Authority shall be notified immediately if additional contamination is discovered during the course of the development. A competent person shall assess the additional contamination, and shall

submit appropriate amendments to the scheme for decontamination in writing to the Local Planning Authority for approval before any work on that aspect of development continues. The amended scheme shall be carried out as approved.

Construction Logistics Plan

21. No development shall take place until a Construction Logistic Plan (CLP) covering the construction stages of the proposed phases of development has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. The CLP shall cover:

i. a site plan;

ii. confirmation that a pre-start record of site conditions on the adjoining public highway will be undertaken with Hounslow Highways and a commitment to repair any damage caused;

iii. provision for the parking of vehicles of site operatives and visitors;

iv. provision for loading, unloading and storage of plant and materials within the site;

v. details of access to the site for the duration of construction, including phasing arrangements;

vi. means to control and manage access and egress of vehicles to and from the site;

vii. the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;

viii. provision of wheel-washing facilities at the site exit and a commitment to sweep adjacent roads when required;

ix. measures to control the emission of dust and dirt during construction;

x. a scheme for recycling/disposing of waste resulting from demolition and construction works;

xi. appropriate vehicle routes to and from the site;

xii. measures to ensure the safety of all users of the public highway, especially cyclists and pedestrians, in the vicinity of the site and especially at the accesses;

xiii. commitment to liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts;

xiv. avoidance of peak hours for deliveries and details of a booking system to avoid vehicles waiting on the public highway; and

xv. details of cranes and other tall construction equipment (including the details of obstacle lighting).

The approved CLP (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Pedestrian underpass

22. No development shall take place until details of improvements to the pedestrian underpass under the A315 (Staines Road), including hard landscaping, drainage and lighting, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Prior to the use of any of the development hereby permitted, the approved works for the improvements to the pedestrian underpass under the A315 shall be completed.

Entry and exit signage

23. The development hereby approved shall not be commenced until details of entry and exit signage have been submitted to and approved in writing by the Local Planning Authority. Prior to the first use of any phase of the development hereby permitted the entry and exit signage as approved shall be erected and thereafter maintained at all times.

Cycle storage

24. Prior to the use of any phase of the development hereby permitted, details of the provision to be made for both visitor and staff cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with the approved details before the use of the relevant phase hereby permitted commences and shall thereafter be retained solely for its designated use.

Car Park Management Plan

25. The development hereby approved shall not be brought into use until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include the following:

- (a) details and location of parking spaces for people with disabilities;
- (b) details and location of 10% electric vehicle charging points and details of a further 10% passive provision; and
- (c) details of measures proposed to restrict parking to designated bays only and prohibit parking on the access road.

The car parking areas shall thereafter be managed in compliance with the approved Car Park Management Plan.

Delivery and Servicing Plan

26. No development shall take place until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall provide details as to how deliveries and servicing will be undertaken within the site, the measures proposed to restrict loading and unloading on the public highway and how the delivery bay will be managed and enforced to ensure that it is kept clear of parked vehicle at all times. All deliveries and servicing of the site shall thereafter be managed in compliance with the approved Delivery and Servicing Plan.

Overflow parking

27. Prior to the use of any of the development hereby permitted, details of the overflow car parking surfacing and access arrangements shall be submitted to and approved in writing by the Local Planning Authority. The overflow car parking shall be provided in accordance with the approved details before the use hereby permitted is commenced and shall thereafter be retained solely for its designated use.

Noise

28. The rating level of sound emitted from or associated with the development shall not exceed background sound levels by more than 5dB(A) between the hours of 07:00-23:00 (taken as L_{A90} in 15-minute periods at the nearest sound sensitive premises) and shall not exceed background sound levels between 23:00-07:00 (taken as L_{A90} in 15-minute periods at the nearest sound sensitive premises). All measurements and assessments shall be made in accordance with the methodology of BS 4142:2014 (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments.

Energy Statement

29. The development hereby permitted shall be implemented in accordance with the approved Energy Statement and shall not commence above ground until full Design Stage calculations under the National Calculation Method have been submitted to and approved in writing by the Local Planning Authority to show that the development will be constructed in accordance with the approved Energy Statement, and any subsequent approved revisions. Prior to first occupation of any buildings evidence (e.g. photographs, installation contracts and as-built certificates under the National Calculation Method) shall be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the approved Energy Statement, and any subsequent approved revisions.

BREEAM

30. Within three months of work starting on site a BREEAM Design Stage certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that a 'Good' rating (with 'Excellent' standards for the ENE01 and WAT01 credits) will be achieved. Prior to first occupation

of the buildings a BREEAM Post Construction Review certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that a 'Good' rating (with 'Excellent' standards for the ENE01 and WAT01 credits) has been achieved.

Sustainable drainage

31. No development shall take place until the details of a Sustainable Urban Drainage Scheme, including measures for the harvesting of rainwater, the minimisation of water run-off from the site, aiming for greenfield levels, and the conservation and reuse as appropriate of other water supplies in the buildings have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Ecological survey work

32. No development shall take place until further water vole-specific surveys have been undertaken on the Mill Stream north of where the present Thames Water pipeline runs in order to ascertain if any evidence of water voles are present. A survey to assess the presence of bats within the site should also be carried out. Such surveys shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any phase of the development. Any recommendations arising from the further survey work shall be implemented prior to the use of any phase of the development.

Ecological Management Plan

33. No development shall take place until an Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Ecological Management Plan shall incorporate:
- (i) a reptile translocation scheme;
 - (ii) details of measures to protect breeding birds, nests and eggs from mortality/damage, injury and disturbance, including avoidance by timing and/or appropriate supervision;
 - (iii) details of the ecological clerk of works supervision to be put in place to monitor the clearance of vegetation to ensure no impact on undiscovered badger setts or other unexpected faunal encounters;
 - (iv) an ecological lighting plan;
 - (v) details of ecological enhancement and biodiversity gain;
 - (vi) details of how the enhancement measures will be monitored, managed and maintained; and
 - (vii) a River Crane Feasibility Study.

The development shall then be carried out in accordance with the approved details.

Invasive Species Management Plan

34. No development shall take place until an Invasive Species Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved plan.

Bird and bat boxes

35. No development shall take place until a scheme for the provision of bird and bat boxes within the development has been submitted to and approved in writing by the Local Planning Authority. The boxes so approved within each phase of the development shall be provided and available for use prior to the use of that phase.

Archaeology

36. No demolition or development shall take place until a Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include:

(i) a statement of significance and research objectives;

(ii) a programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and

(iii) a 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 WSI.

Piling

37. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Bus stop relocation

38. The development hereby permitted shall not be commenced until the detailed design of the relocated westbound bus stop near the proposed site entrance on Staines Road has been submitted to and approved in writing by the Local Planning Authority. The relocated westbound bus stop shall be provided in accordance with the approved details before the uses hereby

permitted commence and shall thereafter be retained solely for its designated use.

Phasing

39. Phasing of the development shall be carried out in accordance with the approved phasing plan, unless an alternative phasing plan is first submitted to the Local Planning Authority with an assessment of any effects, including any different impacts on the environment, and that alternative plan and assessment is approved in writing by the Local Planning Authority pursuant to this condition.

Travel and Visitor Management Plan

40. Prior to commencement of use of any of the development hereby permitted, a Travel and Visitor Management Plan, including a Parking Management Plan, site and traffic management at peak times and details of monitoring and review mechanisms, shall be submitted to and approved in writing by the Local Planning Authority. The Travel and Visitor Management Plan shall be implemented as approved.

Access road

41. No development shall take place until details of the access road to the south of Staines Road have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the access road has been completed in accordance with the approved details.

Future footpath and cycle path improvements

42. Prior to use of any of the development hereby permitted, details of the land to be safeguarded for the future provision of footpath and cycle path improvements along the northern side of Staines Road shall be submitted to and approved in writing. The land shall thereafter be safeguarded for this use.
43. Prior to commencement of any future development on the land to the north of Staines Road, details of a route for a footpath and cycle path shall be submitted and approved in writing by the Local Planning Authority. The footpath and cycle path shall be provided in accordance with the approved details.

Temporary footpath

44. Prior to use of any of the development hereby permitted details and timing of provision of a temporary footpath within the site leading from Baber Bridge to the pedestrian underpass under Staines Road shall be submitted to and approved in writing by the Local Planning Authority. A temporary footpath shall be provided in accordance with the approved details.

Highway works

45. The use of the development hereby permitted shall not commence until the highway works shown on the drawings hereby approved and described below have been completed in accordance with those drawings and this condition and have been certified in writing as complete by the Local Planning Authority:

(i) relocation of the existing vehicular access together with any necessary road widening and closure of the existing access;

(ii) a new 2m wide footway from the vehicular access to the relocated westbound bus stop that is to be provided in accordance with Condition No. 38;

(iii) a new central pedestrian island;

(iv) improvement to the Green Lane traffic signals to provide pedestrian crossing facilities on the eastern arm of the junction; and

(v) improvements to the northern site access.

End of Schedule of conditions