

## Report of the Corporate Director of Planning & Community Services

**Address** BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

**Development:** Retention of a single storey portakabin building for a temporary period.  
(Retrospective planning application)

**LBH Ref Nos:** 532/APP/2009/577

**Drawing Nos:** BUPP-GW-00-SIT-103 (Site Location Plan)  
BUPP-GW-00-SIT-102 (Block Plan)  
BUPP-BW-00-PLN-101 (Ground Floor Layout)  
BUPP-BW-00-ELE-104 (Elevations)  
BUPP-GW-R1-SIT-105 (Topographical Survey)  
Design and Access Statement  
Planning Statement

**Date Plans Received:** 23/03/2009                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 23/03/2009

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### 1 NONSC Removal of building

The temporary building hereby approved, shall be removed and the land restored to a condition agreed in writing by the Local Planning Authority within 3 months of the completion of the Eastern Gateway Building approved under planning permission 532/APP/2009/566, or within 3 years of the date of this permission, whichever is the sooner.

#### REASON

The building, by reason of its design and appearance, is not considered suitable for permanent retention with reference to Policies BE13 and OL1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### INFORMATIVES

#### 1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

#### 2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance

OL1	Green Belt - acceptable open land uses and restrictions on new development
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
PR22	Site Specific Proposal - Brunel University Campus
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

Brunel University comprises a total of approximately 70 ha (170 acres). The Campus is split between five sites, with the majority of built development on Sites 1 and 2. Intensive sporting facilities are provided on Site 3 while Site 5 consists of playing fields. Site 4, to the south of Sites 1 and 2, was recently acquired by Brunel University. Site 2 comprises 26 hectares (65 acres) and is the most densely developed part of the campus. It consists of a series of buildings of varying heights and footprints, within a parkland setting, comprising a mix of academic space and residential uses. In terms of its built environment, the University is centred around a central core including the Central Lecture Block, Library and Students Union (Central Services Building). This part of the campus has been the historic focus of the University. The Campus is designated as a Major developed Site within the Green Belt.

The application site is an existing single storey pink portacabin located between the Eastern Gateway vehicular entrance and the St John's building at the eastern end of site 2, just to the north of the proposed Eastern Gateway Building.

Kingston Lane has a semi-rural character predominated by residential properties. The immediate surrounding of the application site is characterised by the larger scale university buildings, which are set back from the road by a well landscaped frontage. The application site is no exception, with a landscape buffer approximately 13m deep providing substantial screening of the building from the road.

The application site falls within zone A10 of the Brunel masterplan and has permission for

the erection of up to 12,100 sq.m of academic floorspace. Part of this provision would be met by the currently proposed Eastern Gateway Building, however the completion of the masterplan would necessitate the removal of the portacabin in the future.

### 3.2 Proposed Scheme

The application seeks the retention of an existing 1,115sq.m single storey pink portacabin, approximately 43m long by 33m wide. The retention is sought for a temporary period to allow the continued accommodation of teaching facilities until the completion of the Eastern Gateway Building proposed under application 532/APP/2009/556.

The portacabin previously benefited from a temporary planning permission, however this expired in 2001. The current application essentially seeks to regularise the building for a further temporary period.

No alterations to the existing building are proposed as part of the application.

### 3.3 Relevant Planning History

532/APP/2002/2237 Sites 1 And 2, Uxbridge Campus, Brunel University Kingston Lane Hillingdon  
BRUNEL UNIVERSITY MASTER PLAN PROPOSALS COMPRISING ERECTION OF 48,064 SQ.M OF NEW ACADEMIC FLOORSPACE, 69,840 SQ.M OF NEW STUDENT RESIDENTIAL ACCOMMODATION, ANCILLARY FLOORSPACE AND INFRASTRUCTURE, PROVISION OF 600 ADDITIONAL PARKING SPACES, IMPROVED ACCESS FROM KINGSTON LANE, NEW ACCESS FROM COWLEY ROAD, HIGHWAY IMPROVEMENTS TO CLEVELAND ROAD, IMPROVED PEDESTRIAN AND CYCLE ROUTES, LANDSCAPING AND ENVIRONMENTAL IMPROVEMENTS (INVOLVING DEMOLITION OF 18,600 SQ.M OF EXISTING FLOORSPACE) (OUTLINE APPLICATION)

**Decision:** 19-04-2004 Approved

532/NX/97/0556 Brunel University Kingston Lane Hillingdon  
Temporary siting of two prefabricated buildings providing social science accommodation

**Decision:** 11-12-1997 Approved

532/QF/98/2343 Brunel University Kingston Lane Hillingdon  
Temporary retention of prefabricated buildings providing decanting facilities: Renewal of planning permission ref.532NX/97/556 dated 11/12/97

**Decision:** 03-03-1999 ALT

#### Comment on Planning History

None.

#### UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

OL1	Green Belt - acceptable open land uses and restrictions on new development
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **13th May 2009**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

## **7. MAIN PLANNING ISSUES**

### **7.1 Impact on Neighbours**

Policies BE20, BE21, BE24 and OE3 of the Saved Policies UDP seek to protect the amenity of nearby occupiers from proposed developments.

The existing portacabin has been in situ since 1997. The location is such that the portacabin is not considered to have any detrimental impacts on the residential amenity of neighbouring properties. This view is supported by the fact that the Council does not appear to have received any complaints regarding the building, despite the previous temporary permission expiring in 2001.

### **7.2 Impact on Street Scene**

Policy BE13 of the Saved Policies UDP seeks to ensure that new developments harmonise with the existing character of the street scene and wider area.

Policy OL1 resists inappropriate development within the Green Belt, including development which would be detrimental to its visual amenity or openness.

The proposal is for the retention of an existing portacabin. While adjacent planting provides the portacabin with an appropriate level of screening from Kingston Lane, the cabin is visible to some extent above this planting and there is a significant view of the structure provided from the adjacent emergency access.

The appearance of the building is noticeably temporary and due to this temporary nature the pink external paintwork has become aged and dilapidated.

It is not considered that the portacabin is of a design which would be acceptable on a permanent basis in this location. However, subject to the appearance of the building being appropriately maintained, the retention of the structure for a temporary period in order to allow the completion of the Eastern Gateway Building proposed under application 532/APP/2009/556 is considered to be acceptable in terms of policies BE13 and OL1. A conditions specifying removal of the portacabin at an appropriate time is necessary.

### **7.3 Traffic Impact / Pedestrian Safety**

The development involves the retention of an existing building which has not previously given rise to any concerns regarding traffic generation, vehicular or pedestrian safety. Accordingly, the proposal does not raise any concerns in respect of these matters.

### **7.4 Carparking & Layout**

The development involves the retention of an existing building utilised for academic purposes. The site is immediately adjacent to a large temporary car parking area, however this area is not specifically allocated for use by the unit.

Car parking for the portacabin is dealt with in accordance with the Universities general scheme for allocation of spaces across the campus. University campuses tend to have some impact on off site parking, however the proposal to continue the buildings integration in the University wide parking strategy is considered an appropriate way to reduce any impacts. Further, it is not considered that the retention of the building for a temporary period will aggravate the existing situation.

### **7.5 Urban Design/Access & Security**

Issues relating to the design of the retained building have been addressed in the 'Impact on Street Scene' section above.

In relation to accessibility the building in its existing form benefits from appropriate ramped access and is fitted with internal accessible WC's. These features would be retained and are considered to provide an appropriate level of accessibility for the temporary structure.

In terms of security existing lighting and CCTV arrangements provide for night time security of the building and these existing arrangements are considered adequate.

### **7.6 Other Issues**

#### **REFERRAL TO OTHER AUTHORITIES**

Officers have given detailed consideration to the matter of whether the application is referable to either the Government Office for London (GOL) or the Greater London Authority (GLA), having regard to the Green Belt nature of the site. It has been determined that the application is not referable for the reasons set out below:

GOL - Applications are referable to GOL only if they represent a departure from the development plan. The principle of a greater level of academic floorspace on this site has previously been agreed under the outline master plan and the application is for the temporary retention of a building to maintain existing facilities during the implementation of a new academic building on the campus. For these reasons the proposal is not considered to be a departure from the Development Plan.

GLA - The Mayor of London Order 2008 specifically states that applications on Green Belt Land are referable to the Mayor only when they involve the 'construction' of a building with a

floorspace of more than 1,000 sq.m. Given the application is for the temporary retention of an existing building it is not considered to fall within this specific criteria.

#### SUSTAINABILITY

Were the proposal to seek permanent retention of the building on site, alterations to the building in order to reduce its energy demands would be necessary in accordance with the policies in chapter 4A of the London Plan. However, given the temporary nature of the proposal and the requirement for its eventual removal, any benefit arising from such alterations would be extremely limited and it is not considered that seeking such amendments would be either justified or reasonable.

### 10. CONCLUSION

The application proposes the retention of an existing portacabin for a temporary period during the construction of the Eastern Gateway Building Proposed under application 532/APP/2009/566.

While the appearance of the portacabin is not considered to be suitable for a long term presence within the street scene, its retention for a further temporary period in order to ensure adequate educational floorspace within an upcoming construction period is considered acceptable.

The proposal would not give rise to any other impacts of material concern.

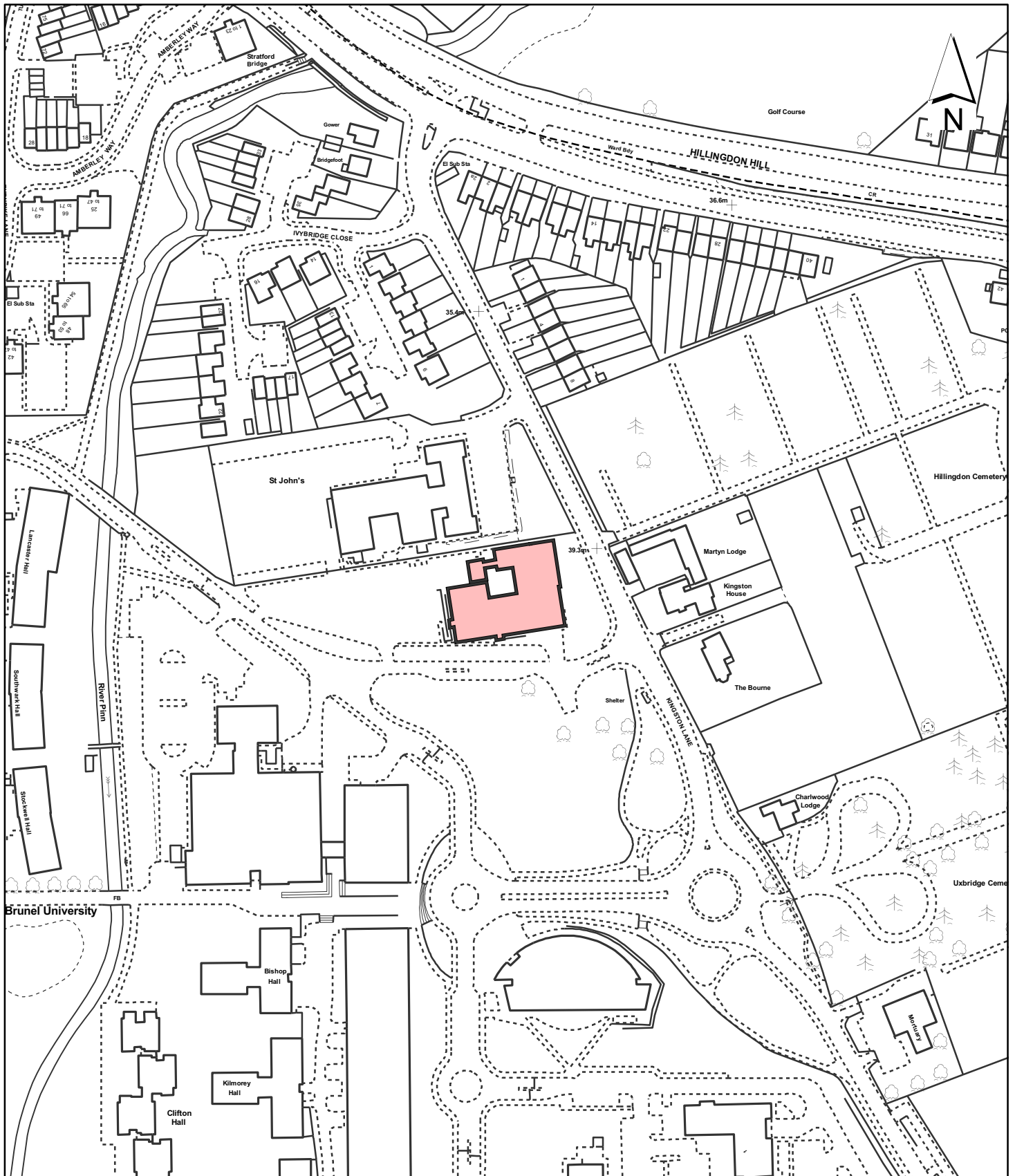
Accordingly, approval is recommended on a temporary basis.

### 08.0 Reference Documents


- a) PPG2 Green Belts
- b) The London Plan 2008 - Specifically policy 4A.25

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**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Brunel University Kingston Lane Hillingdon</b>	
Planning Application Ref:	Scale
<b>532/APP/2009/577</b>	<b>1:2,000</b>
Planning Committee	Date
<b>Central and South</b>	<b>June 2009</b>

**LONDON BOROUGH  
OF HILLINGDON**

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