

Report of the Interim Director of Planning, Regeneration & Public Realm

Address	MEADOW HIGH SCHOOL ROYAL LANE HILLINGDON
Development:	Erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works
LBH Ref Nos:	3348/APP/2023/138
Drawing Nos:	Landscape Design Report (Dated 6th January 2023) 1468-MDW-HED-ZZ-XX-DR-L-1000 Rev. A1 Landscape General Arrangement 1468-MDW-HED-ZZ-XX-DR-L-1001 Rev. A1 Hard Landscape Palette 1468-MDW-HED-ZZ-XX-DR-L-1002 Rev. A1 Soft Landscape Palette 1468-MDW-HED-ZZ-XX-DR-L-1003 Rev. A1 Green Quantum (including Urban Greening Factor) 1468-MDW-HED-ZZ-XX-DR-L-3000 Rev. A1 Planting Scheme Planning Statement (Dated January 2023) TH 3639 C Arboricultural Impact Assessment Method Statement & Tree Protection Plan (Dated 12th January 2023) RP-HED-074 Biodiversity Net Gain and Landscape & Ecology Management Plan Report (Dated 15th December 2022) 2220959 Noise Impact Assessment (Dated 12th January 2023) 3249/007/013C Outline Construction Logistics Plan (Dated March 2023) Daylight and Sunlight Overview (Dated 11th January 2023) RP-HED-063 v3 Preliminary Ecological Assessment & Mitigation Plan (Dated 15th December 2022) TH/A3/3639C/TPP Appendix 9: Tree Protection Plan 10776/JW Ground Investigation Report (Dated 23rd November 2022) 22002-MHA-WS-XX-R-C-003 Rev P03 Flood Risk & Drainage Strategy (Dated 6th January 2023) Overheating Report Version 02 (Dated 11th January 2023) Energy Strategy Version 01 (Dated 11th January 2023) 3249/007/006B Transport Assessment (Dated January 2023) 3249/007/010A School Travel Plan (Dated January 2023) 3249/007/011A Delivery and Servicing Plan (Dated January 2023) 4267 CDC XX GF DR A (DM) 001 Rev. E 4267 CDC XX GF DR A (DM) 10C 4267 CDC XX GF DR A (DM) 120 Rev. E 3249/007/012A Car Park Management Plan (Dated January 2023) 500 Rev. P04 Drainage Strategy 501 Rev. P03 Catchment Plan and Exceedance Flow Routes C59-P17-R01 Air Quality Assessment (Dated January 2023) Fire Safety Statement Rev. 01 4267 Design & Access Statement Rev. B (Submitted 7th March 2023) 4267 CDC XX GF DR A (GA) 123 Rev. F 4267 CDC XX XX DR A (EX) 40C 4267 CDC XX A (EX) 12C 4267 CDC XX A (EX) 000 Rev. C 4267 CDC XX A (EX) 001 Rev. F

4267 CDC XX GF DR A (GA) 001 Rev. F
4267 CDC XX A (EX) 100
4267 CDC XX GF DR A (GA) 102 Rev. /
4267 CDC XX GF DR A (GA) 112 Rev. /
4267 CDC XX XX DR A (GA) 300 Rev. C
4267 CDC XX XX DR A (GA) 301
4267 CDC XX XX DR A (GA) 410 Rev. /
4267 CDC XX XX DR A (GA) 420 Rev. /
Cover Letter (Dated 16th January 2023)

Date Plans Received: 17/01/2023

Date(s) of Amendment(s): 16/01/2023

Date Application Valid: 17/01/2023

1. SUMMARY

This application seeks permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works.

Meadow High School is at capacity with 257 pupils and there is a need to provide improved and additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and each school is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

In planning policy terms, the proposed school development is supported in principle. Following an assessment of the development, the proposal is also considered to be sensitive to the character of the street scene and neighbour amenity. The development is also considered acceptable with regard to its impact on the local highway network and air quality. Planning obligations are also proposed to be secured by a Section 106 legal agreement, including a carbon offset contribution, travel plan, Section 278 agreement for the new vehicular crossover and employment strategy with construction training.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The proposal is considered to be acceptable and is recommended for approval, subject to a Statement of Intent, Section 106 legal agreement and planning conditions.

2. RECOMMENDATION

That delegated powers be given to the Director for Planning, Regeneration and Public Realm to grant planning permission subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

i) Carbon Offset Contribution: A financial contribution amounting to £462 shall be paid to the Council's carbon offset fund. Any additional shortfall identified through

the ongoing reporting required by Condition 14 shall form a cash in lieu contribution in accordance with Policy SI2 of the London Plan at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development. [i.e if a shortfall is first identified after 5 years the cash in lieu contribution is based on a 25year duration].

ii) **Highways Works: Section 278 agreement to secure highway works, including construction of vehicle crossover on Peel Way/Benson Close.**

iii) **Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.**

iv) **Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director for Planning, Regeneration and Public Realm), delegated authority be given to the Director for Planning, Regeneration and Public Realm to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of the Highways Works, Employment Strategy and Construction Training). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-57 of the National Planning Policy Framework (2021).'

E) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

4267 CDC XX GF DR A (GA) 001 Rev. F;
4267 CDC XX GF DR A (GA) 102 Rev. A;
4267 CDC XX GF DR A (GA) 112 Rev. A;
4267 CDC XX XX DR A (GA) 410 Rev. A;
4267 CDC XX XX DR A (GA) 420 Rev. A;
4267 CDC XX GF DR A (GA) 123 Rev. A;
4267 CDC XX XX DR A (GA) 300 Rev. C; and
4267 CDC XX XX DR A (GA) 305.

Thereafter, the development shall be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out and operated except in accordance with the specified supporting plans and/or documents:

4267 Design & Access Statement Rev. B (Submitted 7th March 2023);
Landscape Design Report (Dated 6th January 2023);
1468-MDW-HED-ZZ-XX-DR-L-1000 Rev. A1;
1468-MDW-HED-ZZ-XX-DR-L-1001 Rev. A1;
1468-MDW-HED-ZZ-XX-DR-L-1002 Rev. A1;
1468-MDW-HED-ZZ-XX-DR-L-1003 Rev. A1;
1468-MDW-HED-ZZ-XX-DR-L-3000 Rev. A1;
TH 3639 C Arboricultural Impact Assessment Method Statement & Tree Protection Plan (Dated 12th January 2023);
RP-HED-074 Biodiversity Net Gain and Landscape & Ecology Management Plan Report (Dated 15th December 2022);
2220959 Noise Impact Assessment (Dated 12th January 2023);
Daylight and Sunlight Overview (Dated 11th January 2023);
RP-HED-063 v3 Preliminary Ecological Assessment & Mitigation Plan (Dated 15th December 2022);
Fire Safety Statement Rev. 01;
10776/JW Ground Investigation Report (Dated 23rd November 2022);
22002-MHA-WS-XX-R-C-003 Rev P03 Flood Risk & Drainage Strategy (Dated 6th January 2023):
500 Rev. P04 Drainage Strategy;
501 Rev. P03 Catchment Plan and Exceedance Flow Routes;
C59-P17-R01 Air Quality Assessment (Dated January 2023);
Overheating Report Version 02 (Dated 11th January 2023);
Energy Strategy Version 01 (Dated 11th January 2023);
3249/007/006B Transport Assessment (Dated January 2023);
3249/007/010A School Travel Plan (Dated January 2023);
3249/007/011A Delivery and Servicing Plan (Dated January 2023);
3249/007/012A Car Park Management Plan (Dated January 2023); and
3249/007/013C Outline Construction Logistics Plan (Dated March 2023).

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4 NONSC Pupil and Staff Numbers

The development hereby approved shall not increase the number of pupils for the school beyond 280 (as established under planning permission ref. 3348/APP/2020/1589) and shall not increase the number of staff for the school beyond 123.

REASON

To prevent the generation of additional traffic that could give rise to problems of safety and congestion on the surrounding roads, in compliance with Policy DMT1, DMT 2 and DMT6 of the Hillingdon Local Plan: Part 2 (2020).

5 NONSC Parking Suspension Scheme

The suspension of 17 no. parking bays along Peel Way (as per approved plan reference 030 (Appendix C) contained within '3249/007/013C Outline Construction Logistics Plan (Dated March 2023)') to allow the access of construction vehicles to the site, shall only be operated on Weekdays, Monday to Friday, during school term time (195 of 365 days per year (53%)) between the hours of 08:00 and 17:00. There shall be no suspension of parking along Peel Way on Saturdays, Sundays, Public Holidays and Bank Holidays. For all other days when work takes place outside of school term time (a maximum of 170 of 365 days per year (47%)), the access of construction vehicles to the site shall be taken from Royal Lane, avoiding the need for a parking suspension scheme to be operated along Peel Way.

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction access arrangements are sufficiently designed so as not to compromise the safe and efficient operation of the local highway network, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

6 NONSC Noise Levels

The rating level of noise caused by the normal operation of the proposed development shall not exceed: the background sound level LA90, 15 min - 5 dB or 35 dB LAeq, 15 min for any fifteen-minute period between 2300 and 0700, whichever is higher, and the background sound level LA90, 1 hour - 5 dB or 45 dB LAeq, 1 hour for any hour between 0700 and 2300, whichever is higher determined one metre external to any window or opening of any permanent residential premises, or equivalently noise sensitive premises, calculated from measurements made elsewhere if necessary. The methodology shall be as described in 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

7 NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary

planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

8 NONSC Construction Management and Logistics Plan

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

- (i) a programme of works, including hours of construction;
- (ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
- (iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
- (iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
- (v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
- (vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
- (viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
- (ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
- (x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction

sites.

(xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;

(xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;

(xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at <http://nrmm.london/>;

(xiv) an asbestos survey and management plan; and

(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).

(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

9 NONSC Contaminated Land

(i) The development hereby permitted (excluding demolition and site clearance) shall not commence until a suitably focused supplementary investigation scheme, to identify and as appropriate address any unacceptable concentrations of contamination, is completed and details submitted to and approved by the Local Planning Authority (LPA). The supplementary investigation works shall be conducted at the area of land immediately within the footprint of the proposed new building, and it must include:

(a) An appropriate ground investigation to identify levels of any contamination that may be present in the subject footprint area. Details of the investigation and an appropriate risk assessment shall be submitted to the LPA for approval.

(b) A ground gas survey to determine ground gas conditions at the location of the new building. The ground gas tests within the survey shall include but not limited to areas immediately below the existing temporary classrooms. If unacceptable concentration and

flow/s of ground gas are detected, appropriate gas protection measures shall be installed to prevent gas ingress to the new building. Any installed gas protection measures must be suitably validated and verified. This condition will not be discharged until the works have been completed and suitable validation and verification information is submitted to and approved by the LPA.

(ii) All demolition / site clearance / groundworks shall be conducted, under a suitably structured and properly implemented watching brief, to identify any undiscovered contamination; If during the works any previously unidentified / unacceptable contamination is discovered then works must be immediately halted and the findings reported directly to the LPA.

(iii) A written method statement providing details of a proposed remediation scheme, including how completion of the remedial works will be verified, shall be agreed in writing with the LPA prior to re-commencement of works. No deviation shall be made from this scheme without the express agreement of the LPA.

(iv) Upon completion of the approved remedial works this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include details of the final remediation work, to show that the works have been conducted in full and in accordance with the approved methodology.

(v) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

(vi) All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, and other receptors, all in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

10 NONSC Sustainable Water Management

Prior to commence of development (not including demolition) a detailed surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail the specific measures to ensure the run-off from the proposed developments meets the targets set out in the approved drainage strategy (22002-MHA-WS-XX-R-C-003 Rev P03 Flood Risk & Drainage Strategy (Dated 6th January 2023)). The details must demonstrate compliance with the London Plan (2021) sustainable drainage hierarchy and detail the use of measures within the fabric of the building (i.e. living roofs) and in the landscaping (i.e rain gardens) to meet the target run off rates. Recourse to drainage tanks should only be considered where more suitable alternatives (i.e. higher up the drainage hierarchy) are demonstrably unfeasible. The details must also demonstrate how water will be collected, stored and reused within the

development.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

11 COM7 Materials

Prior to the commencement of development above ground, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Details should include information relating to make, product/type, colour and photographs/images.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12 COM9 Landscape Scheme

Prior to the commencement of development above ground, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence, Heathrow Airport Ltd and National Air Traffic Services). The scheme shall include: -

1. Details of Soft Landscaping (including planting of 11 no. new replacement trees)
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (to remain as existing)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting

3. Living/Green Roofs
 - 3.a Details of the inclusion of living walls and roofs, including:
 - i) Method of construction;
 - ii) Schedule of framework materials;
 - iii) Schedule of the species to be planted, method of planting, height and spread at planting and growth projections;
 - iv) An ongoing management and maintenance regime to include irrigation methods and an inspection programme to allow dead or dying plants to be identified and replaced.

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5 and T6.1 of the London Plan (2021).

13 NONSC Ecological Enhancement Plan

Prior to commencement of development above ground, a scheme for the enhancement of ecology shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development will contribute positively to ecological value through the use of features and measures within the landscaping (i.e. nectar rich and diverse planting including living walls and/or roofs) and the fabric of the new built form (i.e. bat and bird boxes). The scheme shall demonstrate the minimum urban greening factor set out in the London Plan Policy G5. The scheme shall include a plan with the features annotated and the development must be built and operated in accordance with the approved scheme.

REASON

To ensure the development contributes positively to the ecological value of the area in accordance with Policy G5 and G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

14 NONSC Energy

Prior to commencement of development (excluding demolition), a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the development will secure the 98% saving in CO2 emissions from the regulated energy load in accordance with the energy strategy (Energy Strategy Version 01 Dated 11th January 2023).

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

15 NONSC Fire Statement

Prior to operation of the development, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

16 NONSC Accessibility Statement

Prior to the first occupation of the development hereby approved, excluding demolition and site preparation works, an Accessibility Statement (with accompanying plans, elevations and sections) shall be submitted to, and approved in writing by, the Local Planning Authority. The Accessibility Statement shall demonstrate, as a minimum, that:

- (A) Level access can be achieved into the new building from all points of entry and exit;
- (B) Circulation and teaching areas accord with the specifications set out in Building Bulletin 103 and 104;
- (C) The proposal includes a "Changing Places" facility, instead of the 'Hygiene Room' to feature a floor drain, freshwater and foul water supply pipes, and all other services required to allow the room to be used as a 'Changing Places' facility, together with the process for converting the 'Hygiene Room' into a 'Changing Places' facility with a track ceiling hoist;
- (D) Door widths, lobby openings and circulation corridors are wide enough to accommodate wheelchair users and those with mobility issues, in a safe and convenient way.

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure an accessible and inclusive development for everyone in accordance with Policy D5 of the London Plan (2021).

17 NONSC Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMEI 10	Water Management, Efficiency and Quality
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMHB 12	Streets and Public Realm
LPP D12	(2021) Fire safety
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 7	Biodiversity Protection and Enhancement
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP M1	(2021) Monitoring
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.5	(2021) Non-residential disabled persons parking
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP S11	(2021) Improving air quality

LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

3 I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

4

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

All crane applications should be sent to Heathrow's Works Approval Team via the following address:

Airside_Works_Approvals@heathrow.com

5 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. CONSIDERATIONS

3.1 Site and Locality

Meadow High School is a Special Needs School located on the west side of Royal Lane. The site measures approximately 2.1 hectares in area and currently comprises of a cluster of low-rise buildings, hard surface play areas and a sports field. The site is bounded by residential properties to the north, east and south, with properties located on Benson Close, Royal Lane and Clarkes Drive. The school has a substantial area of hard surfacing to the front of the site which currently facilitates car parking. Designated Green Belt land is located to the west of the sports field and the site has a low Public Transport Accessibility Level (PTAL) of 2.

3.2 Proposed Scheme

This application seeks permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works.

The proposal would result in the removal of 5 no. temporary classrooms in order to facilitate the provision a part one storey, part two storey building, comprising 6 no. classrooms, a science classroom, food tech room, music room, fitness room, common room, study room, sensory room, therapy room, hygiene room, staff room and offices. The two storey building would utilise masonry with a flat roof parapet and green roof with pv

panels.

3.3 Relevant Planning History

3348/APP/2000/753 Meadow School Royal Lane Hillingdon
ERECTION OF NEW SINGLE STOREY FITNESS CENTRE (INVOLVING DEMOLITION OF AN EXISTING GARAGE AND TWO HUTS)

Decision: 13-06-2000 ADH

3348/APP/2000/803 Meadow School Royal Lane Hillingdon
ERECTION OF A SINGLE STOREY CLASSROOM

Decision: 31-05-2000 ADH

3348/APP/2004/272 Meadow High School Royal Lane Hillingdon
CONSTRUCTION OF FRONT EXTENSION TO CREATE NEW ENTRY/LOBBY AREA

Decision: 22-03-2004 Approved

3348/APP/2005/3041 Meadow High School Royal Lane Hillingdon
ERECTION OF A SINGLE STOREY PRE-CAST CONCRETE BUILDING FOR USE AS FITNESS CENTRE

Decision: 28-12-2005 Approved

3348/APP/2006/549 Meadow High School Royal Lane Hillingdon
RETENTION OF SINGLE-STOREY DETACHED TEMPORARY BUILDING

Decision: 17-05-2006 Approved

3348/APP/2008/1544 Meadow High School Royal Lane Hillingdon
ERECTION OF TWO PORTACABINS AS TEMPORARY CLASSROOMS

Decision: 07-07-2008 Approved

3348/APP/2008/3517 Meadow High School Royal Lane Hillingdon
ERECTION OF SINGLE-STOREY EXTENSION TO MAIN SCHOOL BUILDING (BLOCK A) TO PROVIDE NEW LIBRARY AND ENTRANCE LOBBY

Decision: 10-02-2009 Approved

3348/APP/2009/290 Meadow High School Royal Lane Hillingdon
Single storey detached portacabin to side for use as classrooms.

Decision: 14-05-2009 Approved

3348/APP/2010/1210 Meadow High School Royal Lane Hillingdon

Erection of temporary building for use as classrooms.

Decision: 15-10-2010 Approved

3348/APP/2012/2433 Meadow High School Royal Lane Hillingdon

Removal of existing modular units and the construction of a new two storey sixth form block with associated hard & soft landscaping

Decision: 04-12-2012 Approved

3348/APP/2014/1204 Meadow High School Royal Lane Hillingdon

Erection of temporary single-storey classroom unit and associated works

Decision: 14-05-2014 Approved

3348/APP/2020/1589 Meadow High School Royal Lane Hillingdon

Demolition of existing buildings and replacement with a new two storey building, sports hall, multi use games court, hard play areas, substation and revised vehicular access, pupil drop off and parking

Decision: 19-08-2020 Approved

3348/APP/2020/899 Meadow High School Royal Lane Hillingdon

Construction of two temporary single storey modular classroom units

Decision: 16-06-2020 Approved

Comment on Relevant Planning History

Temporary Permissions:

Application reference 3348/APP/2006/549 granted temporary 2-year planning permission for the retention of a single storey detached temporary building, located immediately to the north of the school's western wing. This permission expired 17th May 2008 and the building has not yet been removed.

Application reference 3348/APP/2008/1544 granted temporary 5-year planning permission for the erection of two portacabins as temporary classrooms within the northern section of the school site, adjoining the access off Benson Close/Peel Way. This permission expired 1st July 2013 and the buildings have not yet been removed.

It should be clarified that the temporary units referenced above are proposed to be removed and replaced with a permanent structure under the current planning application.

Application reference 3348/APP/2020/899 granted permission for the construction of two temporary single storey modular classroom units. This permission expired on 1st August 2022. Based on a site visit carried out in February 2023, these temporary units are no

longer in situ.

Permanent Planning Permissions:

Application reference 3348/APP/2010/1210 granted temporary 3-year planning permission for the erection of building for use as classrooms within the northern section of the school site.

Application reference 3348/APP/2012/2433 granted permission for the removal of existing modular units and the construction of a new two storey sixth form block within the northern section of the school site. This permitted the permanent retention of the modular unit granted as part of application reference 3348/APP/2010/1210.

Application reference 3348/APP/2020/1589 granted permission for the demolition of existing buildings and replacement with a new two storey building, sports hall, multi use games court, hard play areas, substation and revised vehicular access, pupil drop off and parking. This permission has been implemented and is currently in operation.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
PT1.CI2 (2012) Leisure and Recreation
PT1.EM11 (2012) Sustainable Waste Management
PT1.EM5 (2012) Sport and Leisure

- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- DMEI 10 Water Management, Efficiency and Quality
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMHB 12 Streets and Public Realm
- LPP D12 (2021) Fire safety
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D8 (2021) Public realm
- DMEI 14 Air Quality
- DMEI 2 Reducing Carbon Emissions
- DMCI 1 Retention of Existing Community Sport and Education Facilities
- DMCI 1A Development of New Education Floorspace
- DMCI 2 New Community Infrastructure
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 12 Development of Land Affected by Contamination
- DMEI 7 Biodiversity Protection and Enhancement
- LPP G1 (2021) Green infrastructure
- LPP G5 (2021) Urban greening
- LPP G6 (2021) Biodiversity and access to nature
- LPP G7 (2021) Trees and woodlands
- LPP M1 (2021) Monitoring
- LPP T1 (2021) Strategic approach to transport
- LPP T2 (2021) Healthy Streets
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.5 (2021) Non-residential disabled persons parking
- DMEI 9 Management of Flood Risk
- DMHB 11 Design of New Development
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts

DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP SI1	(2021) Improving air quality
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th February 2023**

5.2 Site Notice Expiry Date:- **22nd February 2023**

6. Consultations

External Consultees

A public consultation exercise was undertaken by way of neighbour letters, a site notice displayed on site and an advert placed in the local press. All forms of consultation expired on 15th March 2023.

A petition in objection to the scheme has been received with 63 valid signatories. The desired outcome of the petition is that Peel Way is not used for construction vehicle access during the development phase of the work and that alternative access arrangements are proposed.

A total of 18 residents have submitted individual comments, consisting of one comment in support and 17 comments in objection. The comments are summarised below:

- No objection.
- Previous planning permissions have not been implemented correctly, with planting on the northern boundary having not been implemented.
- The proposed parking suspension along Peel way is unacceptable.
- The access from Peel Way is used regularly by staff, not just maintenance.
- Construction vehicles will damage the road surface, adversely affect air quality and impact on the cleanliness of footways and houses.

- The construction will cause noise pollution.
- Residents need the parking space during the day for visitors.
- The parking suspension would have an unfair impact on elderly residents who rely on the use of the parking spaces for themselves or for visitors, including family members or carers.
- Wheel washing does not prevent the creation of dirt on residential roads.
- The two storey building will affect views from neighbouring residential properties.
- The development will affect the mental health of neighbouring residents.
- The construction vehicles could cause traffic accidents.
- The windows in the two storey building would allow for overlooking of neighbouring residential properties.
- The start date of the project should be delayed to Autumn 2023 to reduce potential for dust pollution.
- Royal Lane should be used as the access for construction.
- If Peel Way is used for construction access it must be maintained and repaired.
- No weekend construction works should be allowed.
- 1200m3 of soil will need to be excavated in addition to demolition and during the summer months this will create dusty conditions to the detriment of neighbouring residents.
- Peel Way is narrow and not well suited to large vehicles.
- There won't be construction deliveries during the evening and as such, the parking suspension is not needed up to 6pm in the evening.
- Current parking arrangements restricts the speed of vehicles and the proposal for parking suspension could encourage speeding on Peel Way.

PLANNING OFFICER:

All material planning considerations are addressed within the main body of the report, including matters pertaining to construction logistics and the proposed parking scheme along Peel Way.

Nuisance from demolition and construction works is also subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation.

The non-compliance referred to by the resident relates to application reference 3348/APP/2012/2433 which permitted the removal of existing modular units and the construction of a new two storey sixth form block with associated hard and soft landscaping. Condition 5 of this permission secured the provision of tree planting on the boundary adjoining Benson Close. The Applicant has explained that further tree planting is to be implemented separate to the current application. The Council's Planning Enforcement Team have been notified should such planting not take place.

HEATHROW AIRPORT LTD:

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, if a crane is needed for installation purposes? We would like to draw your attention to the following:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

All crane applications should be sent to Heathrow's Works Approval Team via the following address:

Airside_Works_Approvals@heathrow.com

NATIONAL AIR TRAFFIC SERVICES:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE:

The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary.

MINISTRY OF DEFENCE:

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

The application is a proposal for construction of a two-storey building (not exceeding 10.5m in height) as a replacement for single-storey temporary classroom blocks/cabins, with links to existing buildings & landscaping - some demolition of existing structures involved.

The application site occupies the statutory safeguarding zones surrounding RAF Northolt - in particular, the aerodrome height, technical and birdstrike safeguarding zones surrounding the aerodrome - and it is approximately 4.66km from the centre of the airfield.

After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed in the developer's document titled "Elevations", "Design and Access Statement" and "Landscape Plan" dated January 2023. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

TRANSPORT FOR LONDON:

No comment.

Internal Consultees

SCHOOL ORGANISATION & PLACE PLANNING OFFICER:

Hillingdon as a local authority has a legal duty to provide pupils with sufficient school places to meet residents needs. This includes pupils who need places in special schools, for which demand in Hillingdon continues to rise, as nationally. All existing special schools and special resources places provision are full, some beyond capacity, but demand is still rising from pupils with statutory EHCPs and the cost of buying independent places outside the borough leads to long journeys for pupils and has led to a growing deficit on the LA Dedicated schools Grant which is unsustainable.

Following consultation with schools and DfE, in March 2022 the LA agreed a Deficit Valve Plan with DfE to reduce costs, increase early interventions in mainstream and create new specialist places, in addition to those new schools in development. This expansion of Meadow onto a satellite site at the edge of the Harefield academy site (this has been applied for in a separate application) is the largest capital project in that plan, and so is strategically critical to reducing the deficit.

This scheme increases the number of places and improves facilities for the pupils. In March 2022, Cabinet approved this scheme for Meadow High School, the only special school in the borough for secondary aged pupils with moderate learning difficulties and other complex needs including autism. The roll has grown to maximum capacity but demand for places from residents continues to rise. 82 places are in dilapidated units due for removal, so the LA faced a large loss of places as this is the only site for buildings without taking the necessary external play space needed for pupils. Admissions would therefore have to stop completely for a few years to empty, demolish and rebuild. Only by moving out all the 65 Pathway One pupils together can the main site be rearranged to enable demolition, rebuilding and have capacity for new pupils. Therefore 90 places will be built on each site.

The proposed application will enable works at the main Meadow site to add 90 permanent places to replace the current 82 in dilapidated temporary units (which were due to be removed) and improve facilities to enable an increase of at least 8 extra places on that site, with more dependent on the specific individual pupil needs and their class sizes.

ACCESS OFFICER:

This proposal for a new two-storey school building for 11-19-year-olds would involve demolition of a number of existing temporary modular classrooms and partial demolition of existing main teaching building. A key objective of this proposal is to embed the principles and spirit of inclusive design. Whilst the building features many facilities associated with an inclusively designed school, the provision of only one lift in a building of this type and scale is insufficient. In view of this concern the following observations are provided:

1. Within a school setting where a significant number of pupils would be wheelchair users, it is not only essential to ensure a sufficient number of lifts are provided for day-to-day use, but critical that wheelchair users can rely upon evacuation provisions, protocols and procedures that are suitably robust in the event of a fire emergency.
2. A concern is raised on the evacuation provision and process addressed within the submitted fire strategy document. The document presents the key objectives of London Plan policy D5 but fails to demonstrate how and what procedures would be employed within the eventual school building. This should be addressed at this stage to avoid issues down the line.

3. A minimum of two lifts should be incorporated to ensure reliable access and egress to and from the first floor at all times, including during times of breakdown and routine maintenance.

Conclusion: further details are requested prior to any approval, with the following conditions attached to planning permission.

Prior to the first occupation of the development hereby approved, excluding demolition and site preparation works, an Accessibility Statement (with accompanying plans, elevations and sections) shall be submitted to, and approved in writing by, the Local Planning Authority. The Accessibility Statement shall demonstrate, as a minimum, that:

(A) Level access can be achieved into the new building from all points of entry and exit;

(B) Circulation and teaching areas accord with the specifications set out in Building Bulletin 103 and 104;

(C) The proposal includes a "Changing Places" facility, instead of the 'Hygiene Room' to feature a floor drain, freshwater and foul water supply pipes, and all other services required to allow the room to be used as a 'Changing Places' facility, together with the process for converting the 'Hygiene Room' into a 'Changing Places' facility with a track ceiling hoist;

(D) Door widths, lobby openings and circulation corridors are wide enough to accommodate wheelchair users and those with mobility issues, in a safe and convenient way.

REASON: To ensure an accessible and inclusive development for everyone in accordance with Policy D5 of the London Plan (2021).

PLANNING OFFICER:

Fire Safety Statement Rev. 01 was submitted in response to the Access Officer comments provided.

ACCESS OFFICER FOLLOW-UP:

The eventual school building will have a:

1. simultaneous evacuation protocol (not phased)
2. Sprinkler System
3. refugee area within the main stair core where wheelchair user occupants can escape to an ultimate place of safety via a dedicated evacuation lift
4. single evacuation lift not only meeting the requirements of London Plan policy D5 and D12, but the operational needs of the school to serve pupils and staff of which 2% are understood to be wheelchair users.
5. protected stair core with evacuation lift is located within offering 30-minutes fire resistance
6. protected corridor and clear zone in front of the lift offering a combined 90m² of fire resisting waiting space
7. L2 Fire Detection and Alarm System. (The fire report recommends an L1 Category System to BS 5839-6:2019 but this would require an upgrade to the alarm system within the existing buildings, which is understood to be beyond the scope of this development.)

We agreed during the meeting that the Hygiene Room would be designed and fitted out to accord with these specifications of a 'Changing Places' facility, to include an H-frame ceiling hoist with dock-charging port.

Finally, the Design & Access Statement should explain the building design and set out how the design team intend for the building to be used. This should be handed down to the school management to be used as a working document that informs their day-to-day operational practices and procedures.

PLANNING OFFICER:

A revised Design & Access Statement has been submitted in response to the Access Officer's comments. This is considered to be sufficient and further detail is to be secured by planning condition.

CONTAMINATED LAND OFFICER:

Summary of Comments:

I have reviewed the geo-environmental information provided within the following report submitted in support of the application:

- Title: Ground Investigation Report; Ref:10776/JW; Date: 23rd November 2022; Prepared by: Soil Consultants Ltd

The report focuses mainly on information concerning identified sub-surface strata and associated geotechnical findings / assessments from the ground investigation.

In view of the generalised geo-environmental details that are presented, the report clearly indicates "however, an outline on-site contamination appraisal has been provided".

The submitted geo-environmental details briefly outline land conditions identified during the investigation and to which the report refers as having "limited coverage", which is presumably restricted to the areas of land where three boreholes were formed outside the red line boundary.

The redline boundary encloses "several small temporary modular buildings", and which the report's assessment of data from the laboratory analyses concerns "three non-targeted shallow soil samples and one water sample" indicate "the risk to construction workers and end users is considered low."

However, the limited geo-environmental information provided within the report does concur with some of the details provided within reports of earlier structured geo-environmental studies and investigations previously conducted over extended areas of land at the Meadow School site, and which include records of a nearby borehole, (produced in 2016 and advanced to 15m bgl), situated local to the identified modular buildings.

However, notwithstanding the brief outline details provided within the submitted report, it is recommended the Local Planning Authority impose the following conditions if planning permission is awarded for this application:

(i) The development hereby permitted (excluding demolition and site clearance) shall not commence until a suitably focused supplementary investigation scheme, to identify and as appropriate address any unacceptable concentrations of contamination, is completed and details submitted to and approved by the Local Planning Authority (LPA). The supplementary investigation works shall be conducted at the area of land immediately within the footprint of the proposed new building, and it must include:

(a) An appropriate ground investigation to identify levels of any contamination that may be present in the subject footprint area. Details of the investigation and an appropriate risk assessment shall be submitted to the LPA for approval.

(b) A ground gas survey to determine ground gas conditions at the location of the new building. The ground gas tests within the survey shall include but not limited to areas immediately below the

existing temporary classrooms. If unacceptable concentration and flow/s of ground gas are detected, appropriate gas protection measures shall be installed to prevent gas ingress to the new building. Any installed gas protection measures must be suitably validated and verified. This condition will not be discharged until the works have been completed and suitable validation and verification information is submitted to and approved by the LPA.

(ii) All demolition / site clearance / groundworks shall be conducted, under a suitably structured and properly implemented watching brief, to identify any undiscovered contamination; If during the works any previously unidentified / unacceptable contamination is discovered then works must be immediately halted and the findings reported directly to the LPA.

(iii) A written method statement providing details of a proposed remediation scheme, including how completion of the remedial works will be verified, shall be agreed in writing with the LPA prior to re-commencement of works. No deviation shall be made from this scheme without the express agreement of the LPA.

(iv) Upon completion of the approved remedial works this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include details of the final remediation work, to show that the works have been conducted in full and in accordance with the approved methodology.

(v) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

(vi) All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

REASON To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, and other receptors, all in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

Observations:

The report provides the following information (shown in italics).

- The investigation has provided only limited coverage of the site and it is self-evident that there may be zones of contamination within the site which were not encountered

- Gas monitoring was undertaken on one occasion following completion of the boreholes. The results indicate depleted oxygen levels within the boreholes.

- This assessment should be confirmed with the local EHO/building control, who may require additional monitoring.

- It must be understood, however, that in certain circumstances aspects or areas of the site may require further investigation and testing in order to fully clarify and characterise contamination issues, both for regulatory compliance and for commercial reasons.

It should be noted that the Council's records indicate that the development site may have ground conditions which could introduce unacceptable risks, particularly from ground gas. Therefore, a detailed investigation, including a comprehensive gas survey, is required to clarify whether unacceptable concentrations of contaminants, including ground gas, are present at the immediate location of the proposed new building.

HIGHWAYS OFFICER:

An application has been received seeking planning permission to demolish a cluster of temporary classrooms, the partial demolition of an existing teaching block and the erection of a two-storey academic building in its place. The proposal site is at the Meadow High School, Royal Lane, the new development would be in the northeast corner of the school campus. Meadow High School is a local authority maintained community special school serving pupils in school years 7-14 (pupil ages 11-19). The school has a designation of Complex and Moderate Learning Difficulties (including Autistic Spectrum Conditions).

Access to the school for pupils, staff and visitors' is from Royal Lane. There are two sets of school gates, one serving as an entry the other an exit with an internal access road linking the two. The southernmost access serves as the entry with the northern the exit. There is a second entrance to the school from Peel Way on the northern boundary of the site, this is not used by staff or pupils and does not have a vehicle crossover from the highway. Peel Way forms part of parking management scheme HH which restricts parking to permit holders only 09:00 to 17:00h Monday to Friday.

The school currently has a school roll of 257no. pupils, with the proposal built-out this will increase by 8no. to 265. There are currently 123no. members of staff working at the school, this number will not change with the development.

Similar to most Special Educational Needs schools, pupils attending Meadow High School are chauffeured to school. A Transport Assessment has been provided in support of this application which reports that in the AM Peak the school generates 42no. two-way vehicle trips. Of this number 30no. are by car, 7no. taxi and 6no. minibus. As there would be a small increase in pupil numbers of just 8no. and no increase in the number of staff, the proposal would not change the number of vehicle trips generated.

The applicant proposes that construction traffic would access the development site via Peel Way. The applicant has discounted using Royal Lane as an access citing there is a requirement for the school to stay fully operational during the construction phase and if Royal Lane were used it would not be possible to segregate construction vehicles from staff, pupils and visitors which would present a road safety risk. Furthermore, using Royal Lane would provide no space for construction vehicles to turn and exit the site in forward gear. Construction vehicles would be required to reverse for a distance in excess of 40 meters to egress the site.

Taking access from Peel Way is the preferred option as it provides direct access to the area of the site where the construction works would take place. It also provides an appropriate turning area for construction vehicles allowing them to enter and leave the site in a forward gear. However, using Peel Way as the means of access would require the suspension of 17no. parking bays between 08:00 and 18:00h. Given some of these bays are large enough to accommodate 2no. cars, the amount of car parking spaces lost would be c.25no. The Highway Authority can accept this loss of parking taking into account the parking suspension would be during the day when people are away from home at work etc and that parking management zone HH is large - permit holders can park anywhere within the zone. Furthermore, the applicant has provided the results of parking surveys that demonstrate there is sufficient spare capacity on the surrounding roads to absorb the loss of parking, the Highways Authority has visited Peel Way to validate these findings.

There would however be a cost associated with the suspension of these car parking bays, the Highway Authority require a planning condition obliging the applicant to fund this cost in full. As mentioned above there is currently no vehicle crossover between Peel Way and the site, the Highway Authority require this is provided by the developer by way of a 1980 Highway Act s.278 legal agreement. This should also be secured by way of a planning condition.

Taking into account that construction vehicle access to the application site would be along Peel Way which is a residential street, the Highway Authority require a Construction Logistics Plan to be submitted to the Council for approval.

There are no highway objections to this proposal subject to the following planning conditions.

Conditions

The applicant enters a s.106 agreement with the Council obliging them to fund in full the cost of suspending all those parking bays needed to facilitate the construction of the proposal.

The applicant enters a s.106 agreement obliging them to enter a 1980 Highways Act agreement thereby allowing them to construct a vehicle crossover from Peel Way into the site.

The applicant submits to the Council a Construction Logistics Plan to the Council for approval. REASON to be in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.

PLANNING OFFICER COMMENT:

If recommended for approval, the proposed suspension of parking bays would be restricted by condition rather than a Section 106 legal agreement. Parking suspensions are also secured via a Temporary Traffic Management Order (TTMO) which is separate to the planning process.

HIGHWAYS OFFICER FOLLOW-UP:

Under the current proposal parking would be suspended in 17no. parking bays between 08:00 to 18:00h. Anyone parking in one of the 17no. bays would therefore have to move their vehicle before the suspension comes it to force at 08:00h. This is likely to create a spike in the demand for parking within all other unaffected parking bays within Parking Management Scheme HH. It is anticipated that the availability of vacant spaces at this time in the morning will be limited as not everyone will have left their house for the day. This may result in cars cruising around looking for somewhere to park or even drivers parking injudiciously presenting a risk to road safety and hindering the freeflow of traffic. This would be counter to the published London Plan 2021 Policy T4 which requires that development proposals "do not increase road danger". Similarly it is expected that people will start arriving home well before 18:00h when the suspension ends. People arriving home before 18:00h may struggle to find somewhere to park also resultant in drivers cruising around looking for somewhere to park or parking injudiciously. For this reason the Highway Authority requires that the parking suspension starts at 09:00h by which time the availability of vacant spaces would have substantially increased and ends at 17:00 just as people start returning home. The Highway Authority require a planning condition limiting the parking suspension hours to 09:00 to 17:00h.

PLANNING OFFICER COMMENT:

The applicant has submitted a revised Construction Logistics Plan confirming the proposal for parking suspensions between the hours of 08:00 and 17:00. This is discussed further within the main body of the report.

NOISE SPECIALIST:

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of a suitable condition, which should be achieved based on the information provided. Hence: The rating level of noise caused by the normal operation of the proposed development shall not exceed: the background sound level LA90, 15 min - 5 dB or 35 dB LAeq, 15 min for any fifteen-minute period between 2300 and 0700, whichever is higher, and the background sound level LA90, 1 hour - 5 dB or 45 dB LAeq, 1 hour for any hour between 0700 and 2300, whichever is higher determined one metre external to any window or opening of any permanent residential premises, or equivalently noise sensitive premises, calculated from measurements made elsewhere if necessary. The methodology shall be as described in 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

AIR QUALITY OFFICER:

1 Summary of Comments

The proposed development is located within the LBH Air Quality Management area (AQMA), and in the catchment area of the LBH Focus Area Hillingdon Hospital Focus Area (approximately 320m away). The Transport Assessment report supporting the planning application reports that there are no increases in car parking provision, cycle parking provision, delivery, servicing and refuse collection arrangements.

The TA also reports that there is an overall increase of one vehicle trip produced by parent drop-off and collection during the morning and afternoon peak periods for the predicted increase in pupils, which translates into four additional traffic movements per day, with the majority of the increases in pupil trips being accommodated within existing minibuses and coaches that have residual capacity.

As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be air quality neutral as minimum. In addition, LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Further, mitigation level by proposed development which pollutant emissions will affect areas of poor air quality (i.e. either within or in the catchment area of LBH Focus Areas) is to be determined on total emissions using Defra's damage cost approach.

Using the information provided in the TA, the proposed development is air quality neutral and air quality positive, with only 12% of trips being made by car. Therefore, no additional mitigation needs to be provided and there are no air quality concerns in regard to the proposed development.

2 Conditions

Two Air Quality conditions are necessary to secure compliance with the mayor's construction requirement and the Non-Mobile Machinery plant in respect to construction activities. Please see text below.

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The

Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

PLANNING SPECIALIST TEAM MANAGER (Energy and Ecology):

I have no objections to the development.

In terms of energy, the development is virtually zero carbon due to a low baseline (set against higher 2021 building regulation standards) and a large expanse of PVs. The carbon offset payment of £462 would normally be necessary but as this is a negligible sum it would not be unreasonable to waive it.

However, the standard 'be seen' (i.e. recording and reporting) condition should be included on any subsequent approval.

In relation to Ecology, I have no objections subject to the standard ecological enhancement condition.

URBAN DESIGN OFFICER:

The proposals for Meadow High School application ref. 3348/APP/2023/138 demolish the collection of existing temporary buildings in the northwest part of the school site. These are replaced with a two storey purpose built block with a flat roof parapet to reduce the maximum height of the roof. This approach is supported.

The two storey proposed block is integrated well into the site, with a positive relationship with the existing buildings and facilities such as the MUGA. The distances and landscape treatment at the boundary of the site ensure there will be no visual or liveability issues arising from the development for the nearest existing residential dwellings.

The appearance of the proposed building uses a window arrangement to create a positive rhythm along the facade using brick at the first floor which is used elsewhere on site, which is welcomed and supported.

FLOOD AND WATER MANAGEMENT SPECIALIST:

a) Review Summary

This application has not sufficiently demonstrated the use of the London Plan's drainage hierarchy and is proposing the following key items:

- Type of development: Major
- Flood risk: Low

- Types of conveyance / attenuation features: Rainwater harvesting, porous paving, rain gardens and green roofs.
- Runoff rate restriction (l/s): 2.0l/s - This does not equal greenfield runoff rates but is within three times greenfield runoff rates.
- Runoff attenuation volume (m3): Unclear
- Maintenance plan: The maintenance owner will be the occupier of the development, actions and frequencies have been provided for the pipe networks, green roofs and pervious pavements.

b) Recommendation and Requests

We object to the application for the following reasons:

- Supporting calculations have not been provided for the existing (brownfield) runoff rates, and the greenfield calculations have not been calculated using the whole site area.
- The applicant has not provided the runoff volumes for the development site, the greenfield runoff volume, the existing runoff volume and proposed runoff volumes for the 1 in 100 yr 6 hr period.
- The applicant has not provided the proposed volume (m3) for each drainage feature which must be stated and supported by calculations.
- The attenuation calculations provided do not include the whole site area.
- The applicant has not provided tasks and frequencies for all of the proposed features.
- The applicant has consulted Thames Water but has not received confirmation that there is sufficient capacity within the surface water sewer network. They have requested confirmation from the LLFA that the drainage hierarchy has been adhered to. We recommend that this confirmation can be provided.

To address the above, please can the applicant submit information which:

- Includes the calculations for the existing (brownfield) runoff rates and amends the greenfield runoff rates to include the whole site.
- Demonstrates the greenfield, existing and proposed runoff volumes for the development site for the 1 in 100 yr 6 hr period, supported by calculations.
- Shows the proposed volume (m3) for each drainage feature, supported by calculations.
- Includes the whole site area within the calculations.
- Provide the maintenance tasks and frequencies for the proposed raingardens and flow control device.
- Demonstrate that there is sufficient capacity within the surface water sewer network with confirmation from Thames Water.

FLOOD AND WATER MANAGEMENT SPECIALIST FOLLOW-UP:

b) Recommendation and Requests

We object to the application for the following reasons:

- The developable site area not been confirmed.
- The applicant has not provided the runoff volumes for the development site, the greenfield runoff volume, the existing runoff volume and proposed runoff volumes for the 1 in 100 yr 6 hr period.
- The applicant has not provided the proposed volume (m3) for each drainage feature.
- The applicant has not provided tasks and frequencies for all of the proposed features.
- The applicant has consulted Thames Water but has not received confirmation that there is sufficient capacity within the surface water sewer network. They have requested confirmation from the LLFA that the drainage hierarchy has been adhered to. We recommend that this confirmation can be provided.

To address the above, please can the applicant submit information which:

- Confirms the developable site area. The area used in the greenfield calculations and source control calculations should be the developable site area.
- Demonstrates the greenfield, existing and proposed runoff volumes for the development site for the 1 in 100 yr 6 hr period, supported by calculations. It should be demonstrated that the proposed runoff volume is as close as reasonably practical to the greenfield runoff volume and does not exceed the existing runoff volume.
- A breakdown of the proposed attenuation volume (m³) for each drainage feature.

NB: It is recommended that the maintenance information on the tasks and frequencies for each attenuation feature and confirmation from Thames Water of sufficient capacity can be conditioned.

PLANNING SPECIALIST TEAM MANAGER (Flood and Water Management):

It is therefore necessary to provide an explanation as to why the objection presented should not result in a refusal. To that end, the comments indicate an insufficiency of information. However, the test is to determine whether this lack of information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to extent it is necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requests.

The development as presented would result in betterment and further details would be made available as design work progresses. The objection is therefore overcome through the conditional approval.

BUILDING CONTROL:

- This fire risk assessment has been reviewed as submitted, however it is not considered the final fire risk assessment. Design for means of escape, active/passive fire measures and access for the fire services will be subject to change as the scheme progresses and therefore a final risk assessment will be required to be submitted along with the Building Control application for review.
- This fire risk assessment appears to have been produced by a suitably qualified assessor who have attempted to address the standards of Paragraph B within the London Plan Policy D12 (Fire Safety)
- These comments do not prejudice any formal comments made by the London Fire Emergency Planning Authority (LFEPA). A consultation to the LFEPA will be made as part of the Building Control application process.
- The final Fire Risk Assessment will need to be checked by a suitably qualified Fire Safety Specialist in order to discharge the Policy D12 planning condition and any costs to be recovered
- The principles of the submitted Fire Strategy Report shall be implemented on site in conjunction with a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PROPOSED EDUCATION FACILITY

Meadow High School is at capacity with 257 pupils and there is a need to provide improved

and additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and each school is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

Paragraph 95 of the NPPF (2021) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education

Policy S3 of the London Plan (2021) seeks to ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

At the local level, Policy CI 1 of the Hillingdon Local Plan: Part 1 (2012) supports the retention and enhancement of existing community facilities.

Policy DMCI 1 of the Hillingdon Local Plan: Part 2 (2020) establishes the principle that development should not result in the loss of an existing community facility. Policy DMCI 1A of the Hillingdon Local Plan: Part 2 (2020) also states that proposals for new schools and school expansions will be assessed against the following criteria:

A) The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).

B) The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.

C) The location and accessibility of the site in relation to:

i) the intended catchment area of the school;

ii) public transport; and

iii) the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.

D) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

The proposal would result in the loss of 5 no. temporary classrooms in order to facilitate the provision of 6 no. classrooms, a science classroom, food tech room, music room, fitness room, common room, study room, sensory room, therapy room, hygiene room, staff room and offices. This development would remove the 82 pupil places currently facilitated by the temporary units and would add 90 permanent places, a net increase of 8 pupil places. Evidently, the proposal would not result in the loss of a community facility, in accordance with Policy DMCI 1.

The proposed facilities are considered to suitably provide a new school facility on previously developed land. The site also is not constrained by a Green Belt or Conservation Area designation. The development would not impact on the sports provision of the school. Highway and accessibility matters are also considered in Section 07.10 of the report. Greenhouse gas emissions are also considered in Section 07.16 of the report.

Policy DMCI 2 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Proposals for the refurbishment and re-use of existing premises for community facilities will be supported.

- B) Proposals for the provision of new community facilities will be supported where they:
- i) are located within the community or catchment that they are intended to serve;
 - ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;
 - iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and
 - iv) make provision for community access to the facilities provided.

At present, SEN students are travelling to neighbouring boroughs for school as the provision within Hillingdon is at capacity. As such, the proposal would serve the residents of Hillingdon, this being considered an appropriate catchment. The school is proposed to accord with Department for Education Area Guidelines for SEND and alternative provision (BB104). Subject to the detailed design of the proposal, it is considered that the proposed development accords with the requirements of Policy DMCI 2.

If recommended for approval, a condition would limit the number of pupils and staff to ensure that the school does not operate beyond capacity to the detriment of resident amenity and highway safety. According to permission ref. 3348/APP/2020/1589, the acceptable limit to the number of pupils is 280. As such, pupil numbers would be limited to 280 and staff numbers would be limited to 123.

7.02 Density of the proposed development

Not applicable to the consideration of the application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The Greater London Archaeological Advisory Service (GLAAS) have been consulted as part of the application process. The site does not lie in an Archaeological Priority Area and GLAAS advised that it is therefore unlikely that archaeological deposits of significance survive on the site and no further archaeological work is recommended. As such, the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

LISTED BUILDING, CONSERVATION AREA OR AREA OF SPECIAL CHARACTER

Not applicable to the consideration of the application.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and

ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The National Air Traffic Services, the Ministry of Defence and Denham Airport have been consulted and have confirmed no safeguarding objection to the proposed development. As such, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Not applicable to the consideration of the application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposal would result in the removal of 5 no. temporary classrooms in order to facilitate the provision a part one storey, part two storey building, comprising 6 no. classrooms, a science classroom, food tech room, music room, fitness room, common room, study room, sensory room, therapy room, hygiene room, staff room and offices. The two storey building would utilise masonry with a flat roof parapet and green roof with pv panels.

The two storey block is integrated well into the site, with a positive relationship with the existing buildings and facilities. The distances and landscape treatment at the boundary of the site ensure there will be limited visual intrusion experienced by neighbouring residents.

The proposed building would use a window arrangement to create a positive rhythm along the facade. The use of brick materials is supported. If recommended for approval, the detail of the materials to be used would be secured via planning condition.

Subject to the above condition, the proposal is considered to accord with Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.08 Impact on neighbours

With regard to the impact on neighbouring residents, relevant planning policies and the associated supporting text is copied below for reference.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

The proposed development would comprise a part one storey, part two storey building. The proposed two storey element of the building would be sited at least 23 metres from any residential properties located along Peel Way and Benson Close. The proposal is also located towards the front of these properties, as opposed to the rear which is more sensitive in terms of residential amenity. Given the separation distance notes and the limited two storey size of the proposed building, the development is not considered to compromise the amenity of neighbouring residents in terms of outlook, privacy or daylight and sunlight. As such, the proposal is considered to accord with Policy DMHB 11, part B, of the Hillingdon Local Plan: Part 2 (2020).

It is noted that a comment has been received from a neighbouring resident requesting that the windows on the first floor of the proposed building which face northwards should be obscure glazed. As these windows are located in excess of 21 metres from any neighbouring properties, combined with the fact that these windows would face the front public-facing elements of these neighbouring properties, it is not considered that a planning condition to obscure glaze windows would be necessary or reasonable.

7.09 Living conditions for future occupiers

Not applicable to the consideration of the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on Northwood Way. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 1a (low). This indicates that access to public transport is moderate and

that there is a dependency on the private car for trip making to and from the site.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. This should be viewed in conjunction with Policies T6 and T6.1 of the London Plan (2021).

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

In the main, this application seeks permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school.

Car Parking:

The school currently has 257 no. pupils which is proposed to increase by 8 no. to 265 no. pupils. There are also 123 no. members of staff working at the school which is not proposed to increase as a consequence of the proposed facilities. Hence, the car parking provisions approved and implemented under the recent planning permission ref. 3348/APP/2020/1589 for the new two storey building, sports hall and multi use games court, are considered to be sufficient for the purposes of the proposed development.

Cycle Parking:

Policy T5, Table 10.2, of the London Plan (2021) states that 1 long-stay cycle parking space should be provided per 8 full time staff plus 1 space per 8 students and 1 no. short stay cycle space per 100 students.

A total of 46 no. covered cycle parking spaces (23 sheffield stands) are provided to the northwest of the school car park. On the basis that there will be no change to staff numbers and only an increase in pupils by 8, no further cycle parking spaces are proposed to be provided. Although this is technically a conflict with planning policy, it is acknowledged that cycle parking spaces for SEND pupils are less appropriate. On balance, this is accepted.

Trip Generation:

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) requires the Council

to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

A Transport Assessment has been provided in support of this application which reports that in the AM Peak the school generates 42 no. two-way vehicle trips. Of this number 30 no. are by car, 7 no. taxi and 6 no. minibus. As there would be a small increase in pupil numbers of just 8 no. and no increase in the number of staff, the proposal would not change the number of vehicle trips generated.

Pick-Up and Drop-Off Strategy:

The pick-up and drop-off strategy is to remain as existing.

Servicing and Delivery:

Servicing and delivery arrangements are to remain as existing.

Travel Plan:

A travel plan was secured under the recent permission for the site, under application ref. 3348/APP/2020/1589. As such, the development would be subject to such travel planning requirements.

Active Travel Zone Assessment:

The Active Travel Zone Assessment identifies minor issues along key routes but these are not considered to have a direct impact on the development proposals and whilst improvements could be made; it is considered routes currently would not actively discourage users to travel by sustainable active travel modes to/from the development. Additionally, given the small scale of the development, is not considered necessary to implement improvements to the wider area. It is agreed that no improvements associated with the development are required.

Highways Works:

There is currently no vehicle crossover between Peel Way/Benson Close and the site. As such, the Highway Authority require that this is provided by the developer by way of a 1980 Highway Act s.278 legal agreement, secured via a Section 106 legal agreement.

Construction Logistics Plan:

The construction programme is scheduled for approximately 54 weeks. The development is anticipated to begin July 2023 and finish July 2024 and Meadow High School is required to remain fully operational throughout the construction phase.

The Outline Construction Logistics Plan submitted confirms that a parking suspension scheme along the eastern side of Peel Way (only one side and not both) will be required during construction to allow the access of construction vehicles to the site. Construction vehicles will need to access the site from Peel Way during term time as accessing the site from Royal Lane would hinder the operation of the school and the safety of students and staff.

Following the submission of an amended Outline Construction Logistics Plan, the proposed parking suspension has been amended to a suspension of 17 parking bays during weekdays, Monday to Friday between the hours of 08:00 and 17:00. This is an improvement over the hours previously proposed which were between 08:00 and 18:00. These hours have been agreed with the Applicant following comments from the Highway Authority and would be secured by condition if recommended for approval.

Not all parking spaces along Peel Way are proposed to be suspended and no parking spaces would be suspended during the evening, night or early morning hours. It has also been clarified that there will be no parking suspension during weekends, public holidays or school holidays as the site can be accessed via Royal Lane without disrupting the operation of the school. This means that the parking suspension would only be required for 195 of 365 days, equating to 53% of the year.

It has been clarified that larger and more vehicles will be required towards the start of the construction process, with smaller and fewer construction vehicles towards the end of the process. Hence, the impact would be limited to school term time and by the nature of the construction process itself becoming less intense as the build progresses.

It has also been noted that any further reduction in the suspension of parking spaces would result in extending the construction timeframe which would result in disruption to local residents for more time than the 54 weeks currently proposed.

Although construction access is proposed to be taken via Peel Way, the Applicant has acknowledged the concerns of local residents and responded by reducing the number of hours required for a parking suspension scheme. The above also explains how the impact on local residents will be reduced further. Subject to a condition which would require the submission of a full and detailed construction management and logistics plan, the proposals are considered to be acceptable.

Summary

Subject to conditions and a Section 106 legal agreement, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

ACCESS

Please see Section 07.12 of the report.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving

safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

If recommended for approval, a secure by design condition would be attached to achieve appropriate accreditation. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development should achieve the highest standards of accessible and inclusive design. Specifically, it should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment.

The proposed development would include many facilities associated with an inclusively designed school. As stated by the Council's Access Officer, the development would include:

1. simultaneous evacuation protocol (not phased)
2. Sprinkler System
3. refuge area within the main stair core where wheelchair user occupants can escape to an ultimate place of safety via a dedicated evacuation lift
4. single evacuation lift not only meeting the requirements of London Plan policy D5 and D12, but the operational needs of the school to serve pupils and staff of which 2% are understood to be wheelchair users.
5. protected stair core with evacuation lift is located within offering 30-minutes fire resistance
6. protected corridor and clear zone in front of the lift offering a combined 90m² of fire resisting waiting space
7. L2 Fire Detection and Alarm System.

If recommended for approval, an Accessibility Statement would be secured via planning condition to provide details on level access provisions, circulation and teaching areas, the provision of changing places facility instead of a hygiene room, as well as details of door widths, lobby openings and circulation corridors to accommodate wheelchair users.

Subject to a suitably worded condition, the proposal is considered to comply with Policy D5 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of the application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. Development proposals will be required to provide a landscape scheme that

includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposals will require the removal of three small trees and a young hedge. None are particularly valuable or visible from outside the site. To mitigate against this loss, 11 no. new trees, shrubs and hedges are proposed to be planted.

Tree protection measures and working methodology (in accordance with BS 5837:2012) will ensure the retained trees are not detrimentally affected during construction. Subject to a compliance condition ensuring that trees are protected, alongside details of the landscape scheme, the proposal accords with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

URBAN GREENING FACTOR

Policy G5 of the London Plan (2021) states:

a. Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

b. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

The Urban Greening Factor target score does not technically apply to school development but it is noted that the proposal does include significant planting and as such the principles of this policy are considered to have been adopted as part of the proposed development.

ECOLOGY

Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

The application site presents limited ecology value and the proposal would have a negligible to low level of ecological impact. The information submitted indicates that the proposed development would also achieve a 10% biodiversity net gain which is supported. If recommended for approval, the full details of an ecological enhancement plan would be secured by planning condition. Subject to such a condition, the proposed development would accord with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020), Policy G6 of the London Plan (2021) and Paragraph 174 of the NPPF (2021).

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Refuse and recycling bins are located to the southeast of the site, south of the main entrance of the school building. Refuse vehicles will access the site via the access from Royal Lane and will undertake collections from outside the main school entrance. This is as per the existing arrangements and is considered to be acceptable.

7.16 Renewable energy / Sustainability

GREENHOUSE GAS EMISSIONS

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) requires that:

- A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets;
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved;
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

This is supported by Policy EM1 of the Hillingdon Local Plan: Part 1 (2012).

Policy SI 2 of the London Plan (2021) states that major development should be net zero-carbon, in accordance with the energy hierarchy: Be lean: use less energy and manage demand during operation; Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly; Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and Be seen: monitor, verify and report on energy performance.

The submitted Energy Strategy states that the development achieves a reduction of 8 tonnes of CO₂ per year by using air source heat pumps and PV panels, equal to 98% improvement over the baseline. Given that there is a zero-carbon requirement for the development, it is required that the remaining 0.16 tonnes of CO₂ (2%) is offset for a period of 30 years, equating to a payment of £462. This would be secured by a Section 106 legal agreement if recommended for approval. A scheme for the detailed monitoring, recording and reporting of the CO₂ reductions would also be secured by planning condition if recommended for approval.

Subject to the above planning obligation and condition, the proposed development would not be considered contrary to Policy SI 2 of the London Plan (2021), Policy EM1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020).

OVERHEATING

Policy SI 4 of the London Plan (2021) states:

- A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
- B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
 - 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
 - 2) minimise internal heat generation through energy efficient design;

- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

The information submitted states that heat generation will be minimised by using efficient LED lighting, alongside daylight dimming and occupancy sensing so that lights are not used when not needed. The development will have highly insulated external walls, which minimise any heat gain through conduction. Solar control glazing has been recommended to minimise solar gain. Mechanical ventilation is also proposed.

The details submitted indicates that the cooling hierarchy has been incorporated into the principle of the proposed design. This is considered sufficient and acceptable, satisfying Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision of flood risk and surface water flooding mitigation will be refused.

The application site is located within Flood Zone 1 and forms part of a Critical Drainage Area. The proposed development is located on an already operational school with areas of hardstanding. The proposal would introduce new landscaped areas with attenuation properties and a drainage system comprising green roofs, down pipes, rainwater connection points, rodding eyes, permeable paving, pipes and a flow control device. The green roofs will collect rainfall hitting the roof, which will be transferred through the downpipes into the rainwater connection points, where they will connect with the main drainage network. The permeable paving will collect any remaining surface water runoff, which will drain via perforated pipes into the network. The flow rate will be slowed by a flow control device before discharging via the existing private drain into the public sewer on Benson Close to the north of the site. This sewer then outfalls into the River Pinn to the west of the site. When compared to the existing situation, the proposal would result in drainage betterment.

If recommended for approval, a planning condition would secure further details, ensuring accordance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D14 of the London Plan (2021) states:

- A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
- 1) avoiding significant adverse noise impacts on health and quality of life
 - 2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change

- 3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
- 4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
- 5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
- 6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
- 7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The Council's Noise Specialist has confirmed that sufficient information has been submitted that an acceptable noise environment can be achieved subject to a planning condition which restricts the permitted noise levels. Subject to such a condition, the proposal would accord with Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part 2 (2020).

AIR QUALITY

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy SI 1 of the London Plan (2021) further supports this.

Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

- i) be at least "air quality neutral";
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
- iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development is located in the Hillingdon Air Quality Management Area and within the catchment of the Hillingdon Hospital Air Quality Focus Area which is located circa 300m to the north-east. The proximity of Hillingdon Hospital is regarded as a sensitive receptor in regard to the impacts of pollution from both the demolition and construction phases, and in the operational phase, from any impacts caused by any increases in traffic generation and/or exacerbation of congestion in the local area.

The development would not increase the car parking provision, cycle parking provision,

delivery, servicing and refuse collection arrangements. The Transport Assessment also states that there is only an increase of one vehicle trip produced by parent drop-off and collection during the morning and afternoon peak periods for the predicted increase in pupils, which translates into four additional traffic movements per day. The majority of the additional pupil trips are accommodated within existing minibuses and coaches that have residual capacity. Hence, the proposed development is air quality neutral, with no need for additional mitigation to be secured.

Subject to conditions ensuring best practice with regard to emissions during construction, the proposal would accord with Policy SI 1 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 2 (2020), and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020).

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and

iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request the following planning obligations:

i) Carbon Offset Contribution: A financial contribution amounting to £462 shall be paid to the Council's carbon offset fund. Any additional shortfall identified through the ongoing reporting required by Condition 14 shall form a cash in lieu contribution in accordance with Policy SI2

of the London Plan at a rate of £95/tCO₂ annualised for not more than 30 years beginning on the commencement of development. [i.e if a shortfall is first identified after 5 years the cash in lieu contribution is based on a 25year duration].

ii) Highways Works: Section 278 agreement to secure highway works, including construction of vehicle crossover on Peel Way/Benson Close.

iii) Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

iv) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The Mayoral CIL sets a nil charge rate for development used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £0 for the proposed school use.

7.21 Expediency of enforcement action

Not applicable to the consideration of the application.

7.22 Other Issues

CONTAMINATED LAND

Policy DME1 12 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring that imported materials are free from contamination. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

FIRE SAFETY

Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in terms of:

- 1) the building's construction: methods, products and materials used, including manufacturers' details
- 2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- 3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- 4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- 5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- 6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

The London Fire Brigade have been consulted and have provided no comment. If recommended for approval, the final detailed Fire Statement would be secured by condition. The discharge of condition application should be accompanied by a Building Control application. Subject to such a condition, the proposal would accord with Policy D12 of the London Plan (2021).

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

This application seeks permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works.

Meadow High School is at capacity with 257 pupils and there is a need to provide improved and additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and each school is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

In planning policy terms, the proposed school development is supported in principle. Following an assessment of the development, the proposal is also considered to be

sensitive to the character of the street scene and neighbour amenity. The development is also considered acceptable with regard to its impact on the local highway network and air quality. Planning obligations are also proposed to be secured by a Section 106 legal agreement, including a carbon offset contribution, travel plan, Section 278 agreement for the new vehicular crossover and employment strategy with construction training.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The proposal is considered to be acceptable and is recommended for approval, subject to a Statement of Intent, Section 106 legal agreement and planning conditions.

11. Reference Documents

National Planning Policy Framework (July 2021)

The London Plan (March 2021)

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

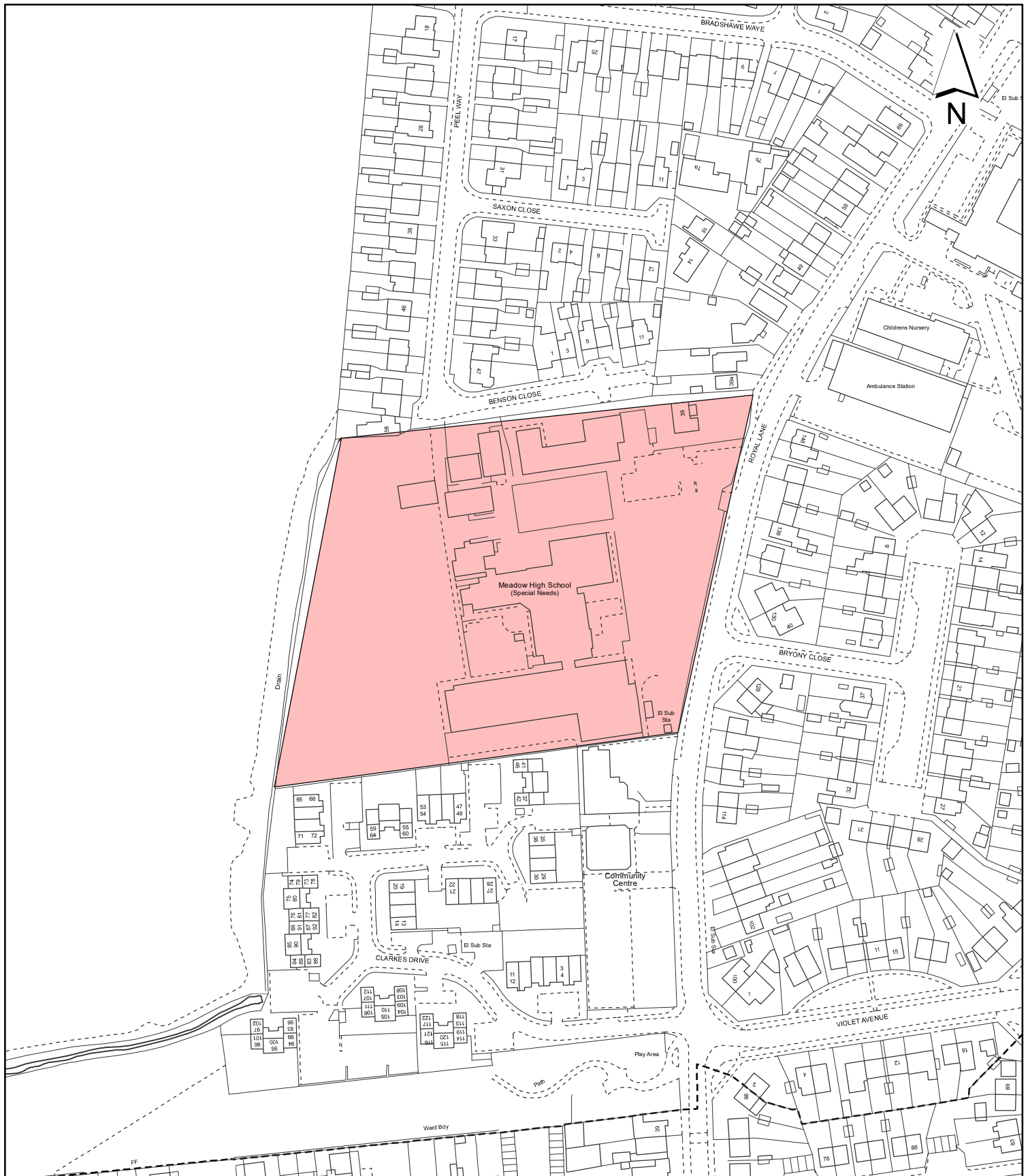
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Accessible Hillingdon Supplementary Planning Document (September 2017)

Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Michael Briginshaw

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Notes:

 Site boundary

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Site Address:

Meadow High School

Planning Application Ref:

3348/APP/2023/138

Planning Committee:

Major

Scale:

1:2,000

Date:

March 2023

LONDON BOROUGH OF HILLINGDON
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