



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY, 16
SEPTEMBER 2009

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning and Transportation

How the hearing works:

The petition organiser (or his/her
nominee) can address the Cabinet
Member for a short time and in turn the
Cabinet Member may also ask questions.

Local ward councillors are invited to
these hearings and may also be in
attendance to support or listen to your
views.

After hearing all the views expressed,
the Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers
shortly after the meeting confirming the
action to be taken by the
Council.

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Agenda

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.

	Start Time	Title of Report	Ward	Page
3	7.00 p.m.	Beech Avenue, Eastcote, Ruislip - Petition Requesting Resurfacing	Cavendish;	
4	7.00 p.m.	Berkeley Close, Ruislip - Petition Requesting a Residents Only Parking Scheme	Manor	1-5
5	7.30 p.m.	Request That Consultation Be Undertaken With Local Residents Most Affected By The Development of the Boarding Accommodation at the Harefield Academy	Harefield	7-59
6	8.00 p.m.	Fairway Avenue, West Drayton - Petition Requesting Resurfacing	West Drayton	
7	8.00 p.m.	The Grove, Ickenham - Petition Requesting the Introduction of Waiting Restrictions	Ickenham	61-67

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Agenda Item 3

BEECH AVENUE, EASTCOTE, RUISLIP – REQUEST FOR RESURFACING	ITEM 3
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Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Gurmeet Matharu
Papers with report	Appendices A & B

HEADLINE INFORMATION

Purpose of report	This report deals with a petition signed by 24 residents of Beech Avenue, Ruislip, requesting that the carriageways be resurfaced.
Contribution to our plans and strategies	A safe borough, a clean and attractive borough
Financial Cost	£25,000 to resurface the carriageway in Beech Avenue
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	Cavendish Ward

RECOMMENDATIONS

It is recommended that the Cabinet Member for Planning & Transportation

Notes that officers have carried out a detailed assessment and that they recommend that the carriageway be considered for inclusion on a future resurfacing programme. Officers are to explore possible resources to fund this work.

INFORMATION

Reasons for recommendation

The existing carriageway surface has deteriorated to the extent that shallow fretting has taken place in isolated areas of the carriageway. The failure is due to the natural ageing of the bitmac surface and the surface dressing that has been applied over the original bitmac layer. Past patching has filled some of the worst fretting but only as a temporary measure. The road profile is “bumpy” in places but not excessively so. In some small areas the bitmac surface has completely

worn away exposing small areas of the original bitmac surface. This is not dangerous but does give the road a “patchwork” appearance. Resurfacing would provide a smoother, improved riding surface, maintain the asset value of the highways and improve the visual aspect of the street.

Alternative options considered

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available to restore a smooth surface.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

- 1 Beech Avenue is a residential cul-de-sac approximately 425 metres long forming a continuation of Columbia Avenue for the first 65metres and then intersecting Oak Grove before continuing to a dead end 360 metres away. The short section east of Oak Grove is in good condition and does not need any attention at this time, although a preventative coat of surface dressing would extend the life of the existing surfacing. The carriageway west of Oak Grove is of flexible construction, i.e. various layers of bound stone aggregate with bituminous (‘tarmac’) surfacing, that has been subsequently surfaced over with various layers of bituminous material. The uppermost layer has oxidised to the extent that potholes have appeared (Appendix ‘B’) as well as a general ‘wearing away’ of the surfacing, resulting in ruts, general unevenness and a porous surface that is liable to let in surface water that will ultimately affect the strength of the structural road layers.
- 2 Based on the results of the recent UKPMS (United Kingdom Pavement Management System) structural condition surveys, carried out on all Borough roads between November 2008 and January 2009, Beech Avenue is placed fairly high on the advised priority list for future treatment. However, roads to be resurfaced in any particular year are prioritised as a result of both planned highway structural condition surveys and also “serviceability” criteria such as appearance, ride-quality etc. The roads resurfaced in any one year are those most urgently needing repair as compared against need when measured in the various areas of highway deterioration and represent only a small proportion of the total needs.
- 3 Numerous patching operations have been carried out over the years but these have primarily been of a temporary nature as the traditional patching method of cutting out neat rectangles and compacting in new material is impractical due to the age and brittleness of the surrounding material, therefore and resurfacing the whole road becomes economic.

Financial Implications

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the

Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

Officers are to explore possible resources to fund this work, for instance consideration will be given to obtaining funding from the highways renewal (capital) programme.

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

The resurfacing of Beech Avenue will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

Consultation Carried Out or Required

None to date

CORPORATE IMPLICATIONS

Corporate Finance

See under 'Financial Implications'

Legal

See under 'Legal Implications'

Corporate Property

N/A.

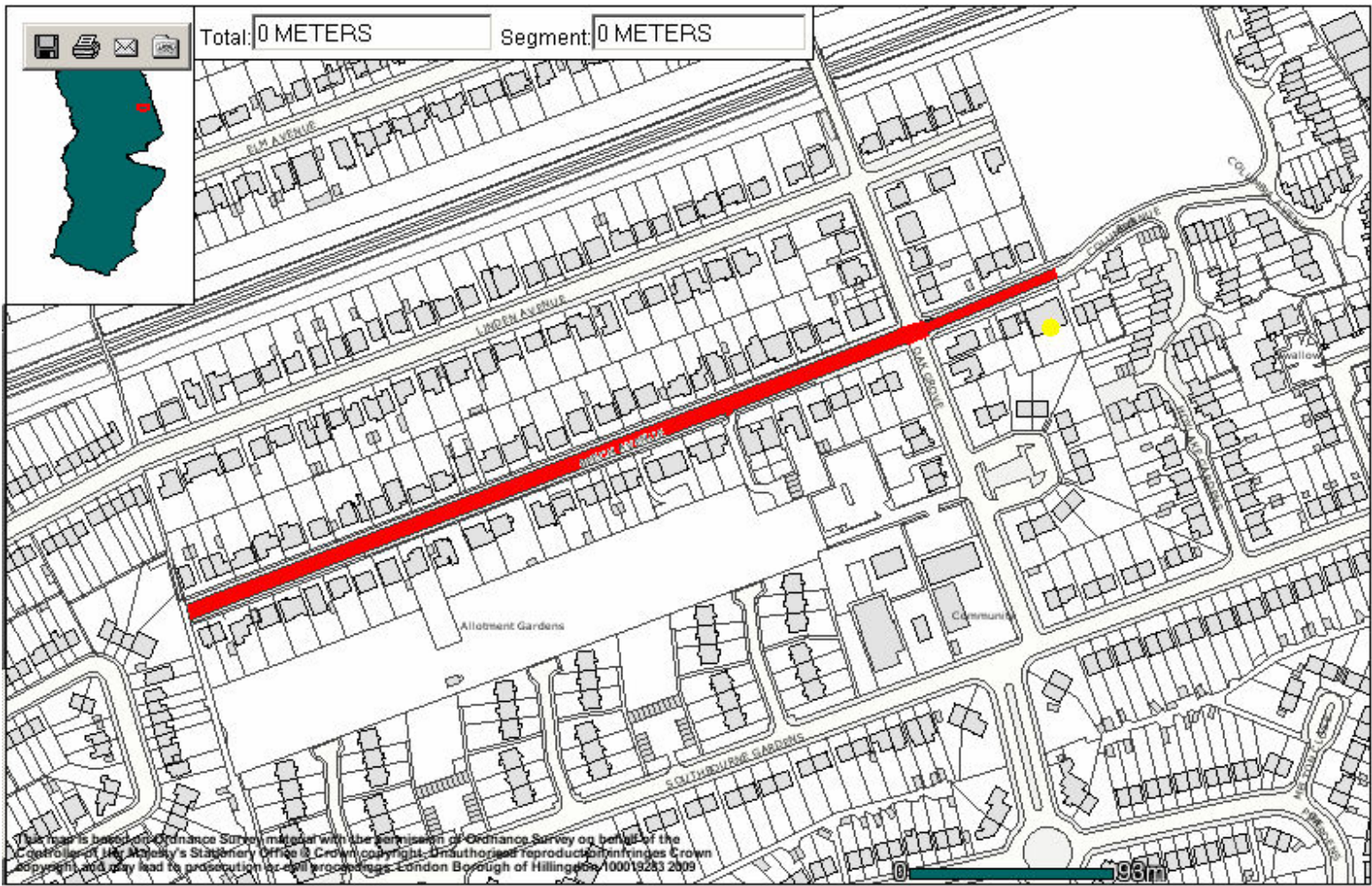
Relevant Service Groups

N/A.

BACKGROUND PAPERS

Petition received, dated 9 July 2009.

APPENDIX 'A' – LOCATION PLAN



Page 5

APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – July 2009



PART 1 – MEMBERS, PUBLIC AND PRESS

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Cabinet Member meeting with Petitioners 16 September 2009



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Agenda Item 4

TITLE: BERKELEY CLOSE, RUISLIP – PETITION REQUESTING A “RESIDENTS ONLY” PARKING SCHEME

ITEM 4

Cabinet Portfolio

Planning and Transportation

Report Author

Jack Webster

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To advise the Cabinet Member that residents of Berkeley Close are petitioning the council to consult them in order to introduce a “Residents Only” parking scheme for the Close only.

Contribution to our plans and strategies

The request can be considered as part of the council’s strategy for the control of on-street parking.

Financial Cost

There is none associated with the recommendations to this report

Relevant Policy Overview Committee

Residents and Environmental Services

Ward(s) affected

Manor Ward

RECOMMENDATION

That the Cabinet Member

- 1. Discusses with the petitioners their concerns with parking in Berkeley Close.**
- 2. Asks Officers to identify a suitable area for consultation on a parking management scheme around Ruislip Gardens Underground Station for discussion with Ward Councillors.**

INFORMATION

Reasons for recommendation

The request from residents of Berkeley Close is acknowledged but controlled parking schemes are best considered over a wider area than an individual road to address the issue of parking transfer.

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners 16 September 2009

Alternative options considered

None as the petitioners have requested a “Residents Only” parking scheme.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 62 signatures representing 55% of households in Berkeley Close has been submitted to the council with the following request:

“Since the introduction of the stop and shop parking in Ruislip Gardens and the elimination of additional parking by the new crossing in West End Road Berkeley Close has been increasingly used as a free parking place for commuters going into London.

We hereby call on Hillingdon Council to carry out a consultation of the residents of Berkeley Close in order to introduce a “Residents Only” parking scheme for Berkeley Close only”.
2. Berkeley Close is a small residential road parallel to West End Road in Ruislip on the east side and shown on Appendix A. Recently, the road was made “One way” following a petition request from residents. It is close to Ruislip Gardens Underground Station and the new Ruislip High School in Sidmouth Drive.
3. As the petitioners have pointed out recently the council introduced a “Stop & Shop” scheme on New Pond Parade in response to shopkeepers request for measures to prohibit “All day” commuter parking. In conjunction with the scheme, the council has also provided a new car park in Sidmouth Drive with facilities for longer term parking than available in New Pond Parade.
4. The council’s strategy to introduce controlled parking schemes is where they are supported by the majority of residents most affected. It would appear the majority of Berkeley Close residents support a scheme but if this is implemented, it is likely to transfer commuter parking to other roads in the area. Consequently, the council consider schemes over a wider area than an individual road in order to eliminate or significantly reduce the possibility of commuter parking transferring to uncontrolled roads nearby. Opposite Berkeley Close on the other side are the residential roads including Roundways with several small cul-de-sacs situated from it. If a scheme is introduced in Berkeley Close prohibiting non-residential parking, it could be expected that some of these motorists will transfer to Roundways.
5. Roads near to Ruislip Gardens Underground Station already suffer from commuter parking. A previous consultation in this area indicated there would be support for a scheme in parts of Bedford Road and Clifford Road which are situated close to the Underground Station. However, at that time there was insufficient support over a viable area for the council to consider the introduction of a scheme. For the Cabinet Member’s information, the council now receive requests from residents of Bridgewater Road for

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners 16 September 2009

measures to give priority for residents over the available on-street parking which they report is taken up by commuters to Ruislip Gardens Underground Station.

6. It is suggested the Cabinet Member discusses with the petitioners their concerns with parking and because of the need to consider on-street parking schemes over a suitable area, asks Officers to identify an appropriate area that could possibly be consulted upon for a Parking Management Scheme. This area can then be discussed with Ward Councillors to determine its suitability.

Financial Implications

There are none associated with the recommendations to this report. If informal consultation is subsequently agreed with Ward Councillors the cost will be contained within existing staff resources. However, if subsequently detailed design and statutory consultation is undertaken, an allocation would be required from the Parking Revenue Account surplus.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To acknowledge the request of residents of Berkeley Close and to consider it in association with the views of other residents in the area who could be affected if a parking scheme were introduced into Berkeley Close only.

Consultation Carried Out or Required

Subject to the Cabinet Member's and Ward Councillors views, informal consultation could be carried out with residents around the Ruislip Underground area.

CORPORATE IMPLICATIONS

Corporate Finance

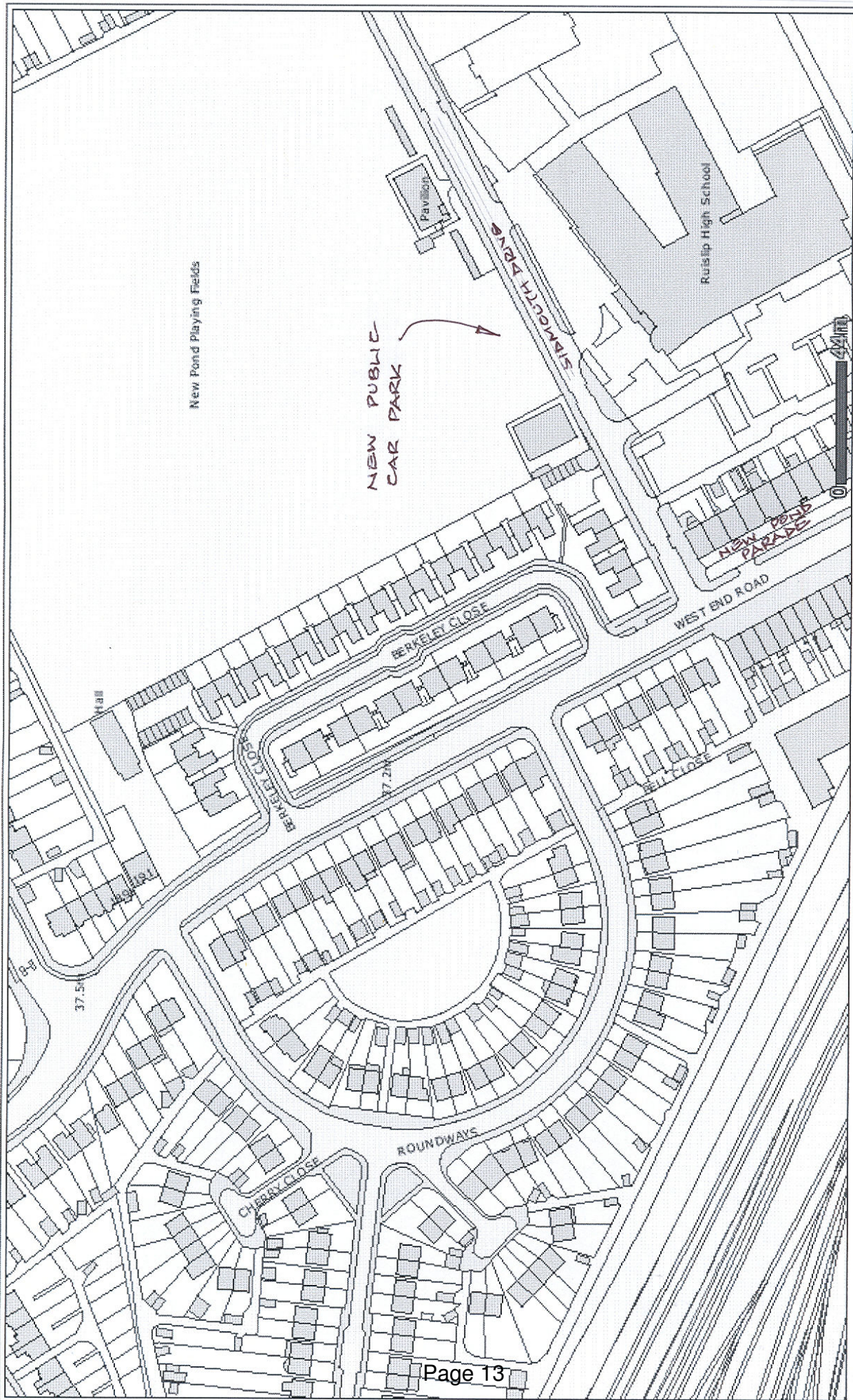
Legal

BACKGROUND PAPERS

Petition dated 11th June 2009

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APPENDIX A



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REQUEST THAT CONSULTATION BE UNDERTAKEN WITH LOCAL RESIDENTS MOST AFFECTED BY THE DEVELOPMENT OF THE BOARDING ACCOMMODATION AT THE HAREFIELD ACADEMY	ITEM 5
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Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning and Transportation
Report Author	James Rodger, Planning and Community Services
Papers with report	Appendices A & B

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from Borough residents requesting that further consultation be undertaken by the Council, with local residents most affected by the development of the boarding accommodation at the Harefield Academy.
Contribution to our plans and strategies	N/A.
Financial Cost	There are none directly associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Harefield

RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns regarding the consultation process**
- 2. Does not request that further consultations be carried out on the planning application.**
- 3. Confirms the decision made by the North Planning Committee at its meeting of the 23rd June in respect of the application for the erection of a three storey building to provide accommodation for 50 boarders and 4 staff with ancillary amenity space, landscaping, car parking and biomass boiler enclosure at Harefield Academy, Northwood Way, Harefield (Ref: 17709/APP/2009/624).**

INFORMATION

Reasons for recommendation

It is considered that adequate public consultations have been carried out over and above statutory requirements in connection with this application. Local residents have been given an opportunity, and have taken the opportunity, to express their views regarding this proposal and their interests have not been prejudiced. The North Planning Committee has considered the views of residents in determining the application.

Alternative options considered

The chief petitioner has requested that the Council undertake a further formal consultation process. In practice this would serve no useful purpose, as extensive consultations have already been carried out and the views of local residents have been received by way of 5 letters of objection and a petition with 62 signatures. The North Planning Committee has considered the views of residents, by way of the report to the Committee, the addendum report and the presentation of the petitioner, in determining the application.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. On 23 June 2009 the North Planning Committee resolved to grant Planning permission for a 3-storey building at Harefield Academy, Northwood Way, Harefield to provide accommodation for fifty boarders and four staff, subject to conditions and the following:
 1. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 (Stage 2 referral).
 2. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan.
 3. That subject to the Secretary of State not calling in the application and the Mayor (i) not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or (ii) not issuing a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, the application be deferred for determination by the Director of Planning and Community Services under delegated powers.
2. The Secretary of State has decided not to 'call in' the application and has agreed that the application should be determined by Hillingdon Borough Council. In addition, the Mayor of London is also content to allow Hillingdon Council to determine the case itself and does not wish to direct refusal.
3. In terms of the scope of the public consultations, the statutory requirement for publicity for applications for planning permission for development which does not accord with the provisions of the Development Plan in force in the area is

- (a) by site display in at least one place on or near the land to which the application relates for not less than 21 days.
- (b) by local advertisement.
4. The application was advertised in the local press on April 29, 2009, as a development not in accordance with the provisions of the Development Plan.
 5. A site notice was posted at the entrance to the site on 23rd April 2009.
 6. In addition to the above mentioned statutory requirements, 51 surrounding residents were consulted individually by letter on 22 April 2009. The road opposite the boarding accommodation proposal is Northwood Road. The actual site frontage of the part of the Academy outlined in red for the proposed building is from 126 -142 Northwood Road. The whole school frontage (including the access road up Newdigate Road East), runs from 104-152 Northwood Road.
 7. According to Council records, the following properties were consulted, in connection with the planning application (Ref: 17709/APP/2009/624):
92 - 156 Northwood Road (evens), Harefield, UB9 6PS
93 Northwood Way, Harefield, UB9 6ET
95 - 125 Newdigate Road East, Harefield, UB9 6ET
Roundwood House Northwood Road, Harefield, UB9 6TP
Harefield Tenants and Residents Association (UB9 6LJ)
Ickenham Residents Associations (Green Belt issues).
Bickerton's Aerodromes Ltd.
 8. The correct post codes were used and to date, there has been no return mail.
 9. Of all the properties within the vicinity of the proposed development, only 138A Northwood Road was not consulted, due to an administrative error. However, a detailed letter of objection was received from the occupiers of that property, and the comments contained in that letter were reported to Committee.
 10. There is written confirmation that the organiser of the petition (the occupier of Roundwood House) did receive a consultation letter. A letter dated 11 May 2009, written by Godfrey Chapples, on behalf of Mr. and Mrs Levy (of Roundwood House), Northwood Road, states,
"On behalf of Mr. and Mrs. Peter Levy, we write to formally acknowledge receipt of your letter dated 22 April 2009."
 11. Responses were also received from Bickerton's Aerodromes Ltd on 14 May 2009 and Harefield Residents Association on 30 May 2009.
 12. At a meeting between the case officer and Mr. and Mrs. Levy, held at Roundwood House on 18 June 2009, it was confirmed by Mrs Levy, that in the course of canvassing her neighbours to object to the scheme, she was informed by at least one resident of Northwood Road that they had received their consultation letter, but had not bothered to reply.

13. Subsequently, letters of objection were received by the Council from the following properties: 110, 124, 128, 138A Northwood Road and 15 Ash Grove, Harefield. In addition, a petition with 62 signatures was received on 19 June 2009, objecting to the proposal. These letters of objection and petition were reported to and considered by Committee.

14. In addition to the public consultation exercise carried out by the Council, the Academy did a comprehensive public consultation event prior to submission, including a public exhibition, which was well advertised to local residents.

Financial Implications

There are none associated with recommendations to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail the concerns of petitioners.

Consultation Carried Out or Required

No consultation is required.

CORPORATE IMPLICATIONS

Corporate Finance

N/A.

Legal

The Council has carried out its statutory duties with respect to public consultations.

BACKGROUND PAPERS

Report to the North Planning Committee dated 23 June 2009.
Minutes of the North Planning Committee of the 23rd June 2009

Report of the Corporate Director of Planning & Community Services

Address HAREFIELD ACADEMY NORTHWOOD WAY HAREFIELD

Development: Erection of a three storey building to provide accommodation for 50 boarders and 4 staff with ancillary amenity space, landscaping, car parking and biomass boiler enclosure.

LBH Ref Nos: 17709/APP/2009/624

Drawing Nos:

Date Plans Received: 26/03/2009

Date(s) of Amendment(s):

Date Application Valid: 27/03/2009

1. SUMMARY

Planning permission is sought for the erection of a 3-storey building at Harefield Academy, to provide accommodation for fifty boarders and four staff.

The proposal is inappropriate development in the Green Belt. However, the need for educational facilities is considered to constitute the special circumstances necessary to justify the departure from national and local policies. The application has been advertised as a departure from the development plan and therefore needs to be referred to the Government Office for London (GoL) before a decision is issued. The application is also referable to the Mayor of London. These referrals are included in the recommendations.

It is considered that the development would not significantly increase the built up appearance of the site, nor injure the visual amenities of the Green Belt. The proposed building is intrinsically linked to the recently completed Harefield Academy, which was justified by very special circumstances and would offer positive benefits to the Academy, without detracting significantly from the Green Belt's open character.

It is therefore considered that very special circumstances have been established to justify the proposal, to the extent that the harm to the openness of the Green Belt has been outweighed. Therefore, even though the application is contrary to Policy OL1, approval is recommended for this application.

It is not considered that the visual amenities or the open character of the Green Belt would be adversely affected by the proposal. The overall environmental impact of the proposed operations is considered to be minimal.

There would be no loss of residential amenity to surrounding occupiers, while it is not anticipated that additional traffic will be generated on the adjoining highway network.

The Mayor accepts that very special circumstances have been established for allowing the development in the Green Belt, but has requested that further work is carried out to address concerns regarding the applicant's energy proposals. The application is therefore recommended for approval subject to suggested conditions.

2. RECOMMENDATION

APPROVAL, subject to:

1. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 (Stage 2 referral).

2. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan.

3. That subject to the Secretary of State not calling in the application and the Mayor (i) not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or (ii) not issuing a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, the application be deferred for determination by the Director of Planning and Community Services under delegated powers.

8. That if the application is approved, the following conditions be attached:

1 T8 Time Limit - full planning application 3 years

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 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M3 Boundary treatment - details

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the [use hereby permitted is commenced] or [building(s) is (are) occupied or [in accordance with a timetable agreed in writing by the Local Planning Authority]]. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 NONSC Non Standard Condition

The residential accommodation hereby approved shall be occupied solely by students of, or other persons associated with Harefield Academy, in accordance with Class C2 of the

Town and Country Planning (Use Classes) Order 1987.

REASON

To ensure that adequate student accommodation is provided and to safeguard the visual amenities of the area, having regard to the Green Belt setting of the proposed development, in accordance with Policies OL1 and BE19 of the Hillingdon Unitary development Plan Saved Policies (September 2007).

5 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 OM2 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 OM7 Refuse and Open-Air Storage

Details of secure on-site refuse storage, including recycling storage facilities for waste material awaiting disposal, including details of any screening, shall be indicated on plans to be submitted to and approved by the Local Planning Authority. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

REASON

To ensure that visual amenities are not prejudiced, in accordance with policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 OM11 Floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

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 exercising 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, and to reflect the guidance contained in Circular 5/94 'Planning Out Crime' and the Council's SPG on Community Safety By Design.

10 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto adjoining roads.
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

11 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas (where appropriate) must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

12 H16 Cycle Storage - details to be submitted (Residential)

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

13 TL1 Existing Trees - Survey

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

REASON

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 TL2 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery

Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

15 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),

- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

17 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

18 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

19 N1 Noise-sensitive Buildings - use of specified measures

Development shall not begin until a scheme for protecting the proposed development from (road traffic) (rail traffic) (air traffic) (other) noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such of the following measures as are agreed with the Local Planning Authority [list] All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the

building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

20 DIS3 Parking for Wheelchair Disabled People

Development shall not commence until details of parking provision for wheelchair disabled people, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until all the approved details have been implemented and thereafter these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

21 SUS1 Energy Efficiency Major Applications (full)

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide 20% of the sites energy needs through renewable energy generation contained within the submitted report entitled [insert name/reference] shall be integrated into the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

22 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) if appropriate/and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

23 **SUS6** **Green Travel Plan**

Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements [10 years];
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London Plan (February 2008)

24 **DIS2** **Access to Buildings for People with Disabilities**

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings), the accessible bedrooms (including fixed tracked-hoist systems where appropriate), fire evacuation refuge areas and fire rated lift(s) to meet the needs of people with disabilities, have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate facilities and access to the development, in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), HDAS 'Accessible Hillingdon' and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

INFORMATIVES

1 **I52** **Compulsory Informative (1)**

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

2 **I53** **Compulsory Informative (2)**

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

OL1	Green Belt - acceptable open land uses and restrictions on new development
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE18	Design considerations - pedestrian security and safety
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
R16	Accessibility for elderly people, people with disabilities, women and children
R10	Proposals for new meeting halls and buildings for education, social, community and health services
H10	Proposals for hostels or other accommodation for people in need of care
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
OL4	Green Belt - replacement or extension of buildings

3 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01

Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

6 I11 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

7 I12 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

8 I14 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

9 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 should only be carried out between the hours of 08.00 hours 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 or Bank Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

10 I18 **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

11 I19 **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

12 I34 **Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of

building and spaces, 2004. Available to download from www.drc-gb.org.

· Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

3. CONSIDERATIONS

3.1 Site and Locality

The Harefield Academy site is located on the north eastern edge of Harefield village, which is in the north west of the Borough. The main entrance to the site is via Northwood Way to the south. The site also borders onto Northwood Road to the east. Whilst it is visually part of the built up area of the village, it is located within the Green Belt. Adjoining the site to the north is a Countryside Conservation Area. These designations are indicated on the Hillingdon Unitary Development Plan Proposals Map.

The overall Academy site extends to 9.75 ha. It is bounded to the south and east by residential development and to the north and west by open land. The application site that is the subject of this planning application is on the eastern side of the site, between the main Academy building and the Northwood Road frontage, and extends to 0.36ha. The access to the application site will be via the main car park along the service road on the site, which runs adjacent to Northwood Road.

3.2 Proposed Scheme

The proposal is for a 3-storey building to provide accommodation for fifty boarders and four staff. The staff accommodation will be positioned on the end of each wing of the building, at each level, to include one three-bedroom flat, one two-bedroom flat and two one-bedroom flats. The three and two bedroom flats are two storey units with their own internal staircases and individual entrances. They also have direct internal access to the ground and first floor levels of the boarding accommodation.

The boarding provision will be within the secure grounds of The Academy for up to fifty students and four staff. It will accommodate a range of students including Looked After Children, the children of Crown Servants and the Armed Services, sports students who currently travel from outside the area, local students who are in need of the support and structure such a facility can offer and other students who have been identified as having a boarding need. For sports students the reduced travel requirement and more settled accommodation provision will enable them to spend more time on both their sports and academic work. The boarding provision meets national initiatives and identified local need.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was originally granted for the redevelopment of the former John Penrose School buildings to form a new Academy school for 1000 students on 6th July 2005 (reference: 17709/APP/2004/1914).

This permission was subsequently amended by a further approval on 16th June 2006 (reference: 17709/APP/2006/825).

A further application to vary some of the conditions on the 2006 approval was partially approved on 2nd November 2006 (reference: 17709/APP/2006/2697). It is

The Academy first opened in 2005 within the old John Penrose School buildings. The new premises opened in September 2008. The Academy caters for 750 students aged 11-16 and a further 250 post 16 students. Existing pupils are largely from the Hillingdon area, with some travelling to the Academy from neighbouring boroughs.

4. Planning Policies and Standards

None.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
- PT1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.
- PT1.1 To maintain the Green Belt for uses which preserve or enhance the open nature of the area.

Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE18	Design considerations - pedestrian security and safety
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
R16	Accessibility for elderly people, people with disabilities, women and children
R10	Proposals for new meeting halls and buildings for education, social, community and health services
H10	Proposals for hostels or other accommodation for people in need of care
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
OL4	Green Belt - replacement or extension of buildings

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th May 2009**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised as a development which does not accord with the provisions of the development plan. 51 neighbours were consulted in the surrounding area. One letter making representations has been received, the contents of which are summarised below:

1. The position of the proposed building is intrusive to occupiers of Roundwood House and enjoyment of their property and the overall scale and design of the proposed building is excessive;
2. The overbearing close proximity to the boundary with Roundwood House will generate excessive impact to the detriment of the owners of Roundwood House;
3. The existing three storey building of the Academy is very intrusive and the subject of a prolonged correspondence between the owner of Roundwood House and officers concerned with the Academy;

4. Visual screening along the entire boundary between Harefield Academy and Roundwood House is incomplete. The small plantings to the border with Roundwood House is totally inadequate;
5. The buffer zone between the Roundwood House boundary and the new eight foot high fencing must be addressed efficiently and professionally;
6. The open mesh fencing to the boundary, while useful to prevent access/egress on security issues, does not add to the screening effect required. This should be supported by a solid timber fencing in front of the existing open mesh fencing as viewed from Roundwood House to ensure visual satisfaction for all seasons;
7. The increasing rate of water run off generated by the existing development is unacceptable;
8. The present water outfall is incorrectly sited within the grounds of Roundwood House and must be removed and re-aligned to an area within the ownership of Harefield Academy;
9. The boundary fence on the South West of Roundwood House has been damaged/moved during construction operations in connection with the water outfall and must be completely reinstated with new fencing;
10. Amended conditions of use for the fields and grounds should be extended to cover any new facility if approval is given to an amended design in another location;
11. The existing lighting in use for fields and grounds sporting activity is in contravention of the originally approved height condition;
9. No consultation was offered to the occupiers of Roundwood House in connection with increased time to use the two grass pitches (west) for which permission was granted on 14 April 2009;
10. Even if planning permission is granted in some form, commencement of any new construction must not take place until all outstanding issues listed in items 1-10 above have been agreed;
11. When was the farm land belonging to John Penrose School removed from the Green Belt classification?
12. In addition to the above matters of concern we are listing below matters that relate to planning permission ref: 17709/APP/2006/2614. All of which need to be addressed and rectified before any further approval is given:
 - A) Site layout behind the pitch identified an area as turning circle and emergency vehicles which is now being used as daily parking of vehicles, including commercial vehicles;
 - B) Site layout identified an area as an environmental ecological area adjacent to the MUGA. This does not appear to have been executed;
 - C) The soft playing area near to the MUGA would be used for the new proposed building and diminishes the open site and makes it unreasonably dense when viewed with the existing structure;
 - D) The 8ft high boundary fence does not prevent visual intrusion and should be replaced by a solid timber, or similar that is aesthetically pleasing and of sustainable construction;
 - E) The original boundary fence has been damaged in at least two places during the progress of outfall works and must be repaired/replaced to their complete satisfaction.
 - F) During the Community meeting in July 2004 it was stated that substantial banking of soil would be provided along the boundary between Roundwood House and the proposed works. It was subsequently discovered that no instruction was given for banking.

13. It is considered that the new accommodation building on the proposed site is an over development of the site campus at that point and a substantial intrusion to the use Roundwood House. It is suggested that Harefield Academy should locate any Accommodation Buildings well away from Roundwood House, if in the Harefield Academy property within the existing grounds, or by further land acquisition over time and as may be deemed appropriate by the Governors of Harefield Academy;

14. The alarming introduction of 24 hour usage by incorporating a fifty student and four staff facility next to Roundwood House is quite inconceivable and really must be rejected;

15. We request that both Members and Officers of London Borough Hillingdon do please recognize the fact that the occupiers of Roundwood House have suffered a great deal of frustration and inconvenience over the past eight years and have shown considerable patience and forbearance and must receive more considerate treatment in future.

Harefield Village is a small area and does not have any facilities for young people as it is, therefore an additional 50 young people with no parents and nothing to do in the evening would only bring more pressure on the local community and the Police.

GREATER LONDON AUTHORITY

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 46 of the Stage 1 report; but that the possible remedies set out in paragraph 48 of this report could address these deficiencies.

If your Council subsequently resolves to grant permission on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, a statement of any conditions the authority proposes to impose and (if applicable) a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

If your Council resolves to refuse permission it need not consult the Mayor again (pursuant to Article 5(2) of the Order), and your Council may therefore proceed to determine the application without further reference to the GLA. However, you should still send a copy of the decision notice to the Mayor, pursuant to Article 5 (3) of the Order.

SUMMARY OF GLA STAGE 1 REPORT

The proposal to redevelop on previously developed Green Belt land is acceptable in strategic planning policy grounds as the boarding house represents a 'very special circumstance', and is located and designed to preserve the open character of the Green Belt.

Further information is required on Climate Change.

The site is located within the Green Belt. The impact of the proposals in terms of their size, siting and visual impact are, therefore, key considerations from a planning viewpoint. The relationship with neighbouring properties and the open countryside and how the proposals relate to the existing Academy building are also important factors.

The applicant has not correctly adhered to the energy hierarchy set out in Policy 4.A 1 and further information is therefore required to fully understand some elements of the proposed energy

statement. In particular, further information is required in order to understand the opportunities for obtaining carbon savings through the implementation of energy efficient design measures.

As the development proposals are for provision of a boarding facility, which will not lead to an increase in the number of students, it is considered that any transport impacts will be negligible.

To conclude, TfL has no objection in principle to the proposed development and all relevant London Plan transport policies are complied with.

Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged or direct the Council under Article 6 of the Order to refuse the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Conclusion

London Plan policies on culture and education, green belt, urban and inclusive design, sustainable development, employment and training, and transport are relevant to this application.

The application complies with some of these policies but not with others, for the following reasons:

- . Education: the proposed development for the boarding accommodation is acceptable, as, the boarding facility for the education provision is essential. The scheme complies with the London Plan policy 3A.24.

- . Green Belt: 'Very special circumstances' have been demonstrated to justify the inappropriate development on Green Belt. The proposal complies with the London Plan policy 3D.9.

- . Urban design: The proposed bulk and massing of the new structures on Green Belt land would preserve the open character of the Green Belt compliant with policies 3D.9 and 4B.1.

Inclusive design: The access arrangements comply with policy 4B.5 of the London Plan.

Climate change: The application fails to provide water conservation technology such as swales, green roofs and rainwater harvesting contrary to policies 4A.9, 4A.10, 4A.11 and 4A.14 of the London Plan. The approach to energy strategy is acceptable, but further clarification is required as described above.

- . Transport: no major strategic concern. The scheme complies with transport policies of the London Plan.

On balance, the application does not comply with the London Plan. The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

Climate change: The applicant should address water conservation and rainwater harvesting as described above. The applicant should provide an updated energy statement which shall adhere to the energy hierarchy set out in policy 4.A 1 and further information should be provided to fully understand some elements of the proposed energy strategy. In particular, further information is required in order to understand the opportunities for obtaining carbon savings through the implementation of energy efficient design measures.

HAREFIELD VILLAGE CONSERVATION PANEL

The panel welcomes an excellent and well presented proposal, which would complement the existing Academy very well. The Panel has no objections.

HARFIELD TENANTS AND RESIDENTS ASSOCIATION

We have no objections in principle to the boarding provision for students, although it is not on our preferred site. We would expect a very strong legal agreement to be applied to prevent a residential use being established on this Green Belt Site. It should be a term time only facility for both students and staff and be wholly connected to the Academy for their scholars and not for the use of any other organisations or universities etc. If the boarding facility failed, the site should be returned to the Green Belt. With these provisions in place, we have no objections.

Internal Consultees

POLICY AND ENVIRONMENTAL PLANNING

1. Site

The 9.75ha site is located within the Green Belt. Adjoining the site to the north is a Countryside Conservation Area. It is bounded to the south and east by residential development and to the north and west by open land. The application site is 0.36ha.

2. London Plan (Consolidated with Alterations since 2004) Feb 2008

Policy 3D.9 sets out the Mayor's strategic objective for the future of Green Belt land in London and aims to ensure that Green Belt is maintained and protected. The London Plan states that there is a general presumption against inappropriate development in the Green Belt, and such development should not be approved unless in very special circumstances. The reference to inappropriate development flows directly from Planning Policy Guidance Note 2 (PPG2), which sets out national planning policy on Green Belt.

3. Main Policy Issues

Green Belt

Policy OL1 of the UDP sets out the type of development that will normally be allowed in the Green Belt. New educational buildings and boarding facilities are not included as an acceptable form of development and are therefore considered to be inappropriate. PPG2 sets out that inappropriate development will only be allowed where it is justified by very special circumstances. The applicant states a number of very special circumstances to justify the proposal. These relate to:

a. Social Benefits

The boarding facility will offer a stable environment for students currently in care or in need of respite from their family situations (Looked After Children), it will provide a family environment for some sporting students currently travelling from some distance or staying in independent accommodation, will accommodate a mix of students from across the board within the existing Academy role encouraging greater interaction between the age groups and student types (i.e. sporting and non-sporting students).

b. Government Initiatives for Boarding.

The Boarding Provision for Vulnerable Children (BPVC) pathfinder was announced in the 2005 White Paper, Higher Standards, Better Schools for All and was subsequently launched in November 2006. It has since been working with local authorities to further develop this complementary option of boarding school placement designed to help vulnerable children and their families. Based on the fact that the educational outcomes of vulnerable children play a crucial part in determining their future opportunities and prospects, this boarding option supports the DCSF's Narrowing the Gap priority by offering stability and support for a child or young person in need. Narrowing the Gap is a two year programme hosted by the Local Government Association, supported by the Improvement and Development Agency (IDeA) and funded by the Department for Children, Schools and Families (DCSF). Its aim is to narrow the gap in outcomes between vulnerable and excluded children and others, against a context of improving outcomes for all. In addition, the Government has recently put

in place additional initiatives to support Looked After Children, which include funding boarding places where appropriate. This initiative is supported by the Boarding Schools Association. Sporting Strategy. The Academy was set up to offer a comprehensive curriculum that would be inclusive for all students but offering a specialism of sports, sports science and health. As a result of this, there are a number of specialist sports students travelling to the site from outside the area. The boarding provision offers the opportunity for them to live locally during term time, which will benefit both their school work and sports activities.

c. Lack of Alternative Sites

A number of options both on-site and off-site have been considered for the provision of this facility. There were no practical off-site options. The chosen location within the site offers the best balance in terms of protecting residential amenity and minimising visual impact in the Green Belt. The facility is essential for the reasons identified above. This location offers the best siting for the building.

d. Sustainability.

The proposed development is being designed to achieve a BREEAM Very Good rating. The design also proposes carbon reduction measures with 20% on site renewable energy provision. Its impact on the local environment in terms of its construction and future operation is therefore reduced compared to a traditional design.

e. Transport Benefits.

As is set out in the Transport and Travel Plan section below, the proposed boarding facility offers the opportunity to reduce the number of students and staff travelling to the site on a daily basis by providing on site accommodation for 50 students and 4 staff within the existing Academy capacity. This benefit will be of particular importance for those travelling from further afield to the site. This will enhance the sustainability credentials of the facility.

PPG2 states that the construction of new buildings inside a Green Belt is inappropriate unless it is for the following purposes: ...limited extension, alteration or replacement of existing dwellings (subject to paragraph 3.6 below). Paragraph 3.6 caveats this stating: "Provided that it does not result in disproportionate additions over and above the size of the original building."

Saved UDP Policy OL4 states that replacement buildings in the Green Belt should not result in any disproportionate change in the bulk and character of the original building. Case law indicates that any increase in size over 50% in floor area would be disproportionate, although it is appreciated that any assessment must have regard to the nature and characteristics of the area and its openness. The design of the new building should therefore be restricted to, as a starting point, no more than a 50% increase in floor area over and above that of the current original building.

Planning permission (ref: 17708/APP/2006/825 dated 16/06/2006 and varied by 17709/APP/2006/2697) has already been granted for redevelopment of the school, involving erection of new buildings and demolition of existing buildings to provide a new academy school for 1000 students. Provision of associated sports facilities, hard and soft play areas, ancillary creche, new access, replacement parking and landscaping. The proposal would result in an additional floorspace of 1590m². The floorspace of the existing buildings on the site have not been provided. It is considered that as 'very special circumstances' existed to allow the grant of planning permission for the redevelopment of the school, the additional floorspace of the proposed building and associated structures would result in a disproportionate change to the bulk and character of the original building which may have a detrimental impact on the openness of the Green Belt and the visual amenities of the area.

Land use

Saved UDP Policy R10 supports proposals for new buildings for educational facilities and establishes that new educational buildings are acceptable in principle subject to complying with other UDP Policies. The redevelopment of the site to meet local educational needs with ancillary educational facilities is acceptable, in principle, provided that the proposal would not have any adverse impact on the Green Belt.

Sports provision

Policy R4 states that the local planning authority will not normally grant planning permission for proposals which involve the loss of land used (or where the last authorised use was) for recreational open space, (including publicly accessible open space and playing fields, private or school playing fields, private or public allotments), particularly if there is (or would be) a local deficiency in accessible open space.

The proposed building is to be sited in a part of the site which is currently covered by an area of hardstanding and a grass mound. This is not part of the formally laid out sports provision for the site and has not been used as a play area for students at break times. Sport England have raised no objections.

Countryside Conservation Area

Saved UDP Policy OL15 seeks to protect the landscape of countryside conservation areas from development and/ or activities which would detract from the special character of these landscapes.

Access and inclusive design

Officers should consult with the Council's Access Officer.

Urban design

Officers should consult with the Council's Urban Design Officer.

Transport

Officers should consult with the Council's Highways Engineer.

4. Conclusion

PEP are concerned that the proposal may result in a disproportionate change to the bulk and character of the original building and ¿very special circumstances¿ need to exist to allow an extension in the Green Belt.

S106 OFFICER

Proposed Heads of Terms:

1. Transport: in line with the SPD there may be the need for s278/s38 road works as a result of this proposal. There may also be the need for the existing Green Travel Plan over the site to be amended or rewritten (required under permission 17709/APP/2006/821).
2. Health: in line with the SPD and given the nature of this application, being a proposal to introduce 50 students into residence then there may be the need and ability for a health contribution to be secured as a result of this proposal.
3. Construction Training: in line with the SPD and if the construction period is over 2 months the cost is over £2million then this may trigger a construction training contribution.
4. Project Management and Monitoring: in line with the SPD if a s106 is entered into then a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

I am writing to confirm that following receipt of a letter dated 5 June 2009, whereby the applicant for the proposal is challenging the requirement for a health contribution.

This has been considered and the argument compiled by the academy, demonstrating that of the 50 'new' students a proportion would reside in the borough already, the school term is far shorter than the full year, that these students would spent time at home in the holidays and the fact that there is proposed to be a nurse on site during school hours, the residual contribution the academy are offering would be of such a nature as to be de minimis and as such it is recommended that health contributions are not sought.

ENVIRONMENTAL PROTECTION UNIT

No objections are raised to object to this proposal.

Noise

Should approval be forthcoming, the following condition is recommended to control potential noise nuisance:

Deliveries and collections, including waste collections and fuel to the biomass boiler shall be restricted to the following hours:

0700 hrs to 1800 hrs Monday to Saturday and not at no time on Sundays and Bank/Public Holidays.

Reason: To safeguard the amenity of surrounding areas.

Air Quality

The proposal is for a 60kW rated biomass boiler. The biomass boiler must be certified as an exempt appliance in accordance with the Clean Air Act 1993. There is currently no local guidance on biomass boilers and there is currently a draft guidance document for consultation dated April 2009, from LACORS and Environmental Protection UK entitled 'Biomass and Air Quality Guidance for Local Authorities'.

Having reviewed this draft guidance it is considered reasonable to apply the following conditions;

No biomass boiler shall be used on the premises until a scheme which specifies the provisions to be made for the control of air and dust pollution emanating from the site has been submitted to, and approved by the Local Planning Authority. The scheme shall include evidence that the biomass boiler has been certified as an exempt appliance and be supplemented with the technical details of the biomass boiler, together with the intended fuel source(s) and schedule of maintenance. This information will be required to satisfy the following condition;

Reason: To safeguard the amenity of surrounding areas.

The proposed boiler will be continuously-fed with fuel from the storage area; it is likely that fuel would be delivered on a weekly basis and deliveries and waste collections should be controller to there following times.

0800 hrs to 1800 hrs Monday to Saturday and not at all on Sundays and Bank/Public Holidays.

Reason: To safeguard the amenity of surrounding areas.

The standard Construction Site Informative should be attached.

Land Contamination

There is no contaminative use but could you add an imported soil condition as I presume they will bring in soil for the landscaping.

Imported Soil Condition

All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be inspected and tested for chemical contamination, and the results of this testing shall

be submitted to and approved by the Local Planning Authority.

Note: The Environmental Protection Unit (EPU) can be consulted for their advice on soil sampling on 01895 250155.

URBAN DESIGN OFFICER

The Harefield Academy has been developed on the former site of the John Penrose Secondary School. The new Academy buildings occupy the central part of the site, with playing fields to the western part of the site, which in turns are strongly visually linked to the adjacent, attractive rural landscape which surrounds Harefield village. The built and green context gives the area a strong logic to the organisation of open spaces and built areas within the site.

The scheme proposes the erection of a separate building within the south -east part of the existing Academy Campus, in close proximity, and in line with, the main Academy building. The application area constitutes Green Belt land, and is currently a combination of hardstanding and turfed areas, which contains a Multi Use Games Area, MUGA, with surrounding lawns and, to the south east, surface car parking. The area proposed for development is situated in close proximity to the Campus entrance from Harefield Road. A visual screen of hedgerows currently separates the campus area from the existing residential development on the other side of Harefield Road.

Harefield Academy offers specialised education focussed on sport science, and wishes to offer boarding provision for the many students who currently commute long distances to be able to take part of the specialised education programme of the school. The area proposed for development lies between the eastern elevation of the main Academy building and Northwood Road, however situated in close proximity to the existing Main Campus building. The proposed accommodation building, which is of a rectangular shape, and three storeys high, is bounded to the south by the Academy service road. The Campus area is screened to the north by existing vegetation.

The proposed area for development has been identified during the initial pre-application discussion as the preferred site for the project within the perimeter of the Campus, as to retain existing qualities of the site and its setting. The site proposed for development is situated within the main axis of the existing buildings, and benefits from the existing green framework of vegetation along the Northern and Eastern boundaries. The existing vegetation provides a green setting for the site itself, whilst it also offers visual separation to the adjacent Roundwood House to the north, and the existing residential neighbouring areas to the east.

The proposal benefits from extensive pre-application advice, notably with regards to layout and orientation of the building, organisation of additional facilities, scale, height and massing, design approach, materials and other urban design issues. The layout has been arranged to reflect the views in and out of the accommodation responding to the site's aspect and orientation.

The design concept forms a 3 storey U-shaped building, enclosed on the 4th side by an external courtyard. This provides accommodation on three sides with single sided internal circulation around a central triple height atrium space. The proposed three storey high building is considered to reflect and tie into the scale and height of the existing adjacent Academy building, whilst the position creates a good spatial relationship with the distant residential development on the opposite side of Northwood Road.

A separate visitor's entrance has been proposed to be accessed from the new pathway along the service road along the eastern elevation. The boarders main entrance is accessed from the northern side, in line with to the existing buildings within the Campus.

The building's construction, solid timber cross-laminated floor and wall panels which forms the buildings super structure, is sustainable and a Modern Method of Construction (MMC). The efficient

and strong technique also benefits from reduced/zero material wastage. The proposed building has been designed with a strong synergy to the academy Building through its siting as a continuation of the existing built axis, and similar external material palette. White crisp render, hardwood timber boarding and dark aluminium details will ascertain that the new development provides an integral part of the Academy site. The accommodation building benefits from a strong contemporary design approach with a predominantly rendered form, on a dark grey glazed brick foundation, which forms robustness and texture at ground level. Natural timber boarding highlights the two entrance zones, creates visual interest and warmth to the elegant composition.

The site benefits from a strong sustainable approach, which includes areas for local food production, e.g. vegetables, within the school grounds. The proposal includes the retention and reinforcement of existing hedgerows between the Boarding provision building and the existing residential development on the opposite side of Northwood Road. New landscaping is also proposed to screen the building from the existing service road. The setting of the building to the east has been raised and landscaped in the form of two oval mounds. The designed landscape discretely integrates a small enclosure for a bio mass boiler at the north east corner.

A new courtyard has been proposed as an extension of the building accommodation, providing a private garden space for the residents with functions such as central lawn, a social area, staff open space and a small gardening area, which may be raised to allow for wheelchair access. The built and green environment has been designed as fully inclusive with integrated facilities for disabled residents, staff and visitors.

From an urban design point of view, the proposed scheme is considered to be a well planned scheme, highly visually and functionally integrated with the existing Academy facilities on the site. The proposal is further considered to respect and retain existing qualities of the Green Belt, and to be suitable for its context in terms of scale, height and massing. The proposal benefits from a strong visionary concept, high quality design aspirations, sustainability awareness, and a timeless, minimalistic architectural approach.

ACCESS OFFICER

Part IV of the Disability Discrimination Act 1995 legally entitles disabled pupils and students to learn in an environment which is barrier free and where discriminatory practices have been eliminated.

A well-designed environment greatly assists with developing policies, practices and procedures that encourage inclusion of disabled people and reduce the possibility of inadvertent discrimination.

1. The accessible car-parking bays should be sited within 50m of the entrance.
2. Accessible parking bays should be a minimum of 4.8m x 2.4m and otherwise marked and signed in accordance with BS 8300.
3. A minimum of one bay should be provided in line with BS 8300:2009, clause 4.2.1.1, and should have minimum dimensions of 3m x 6m.
4. In accordance with BS 8300:2009, setting down point(s) should be located close to all main entrances.
5. For new buildings, the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms should be:
 - i. 5% without a fixed tracked-hoist system (see example in Figure 59);
 - ii. 5% with a fixed tracked-hoist system or similar system giving the same degree of convenience

and safety;

iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails.

6. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009. As the majority of wheelchair users prefer showers, the 4 accessible bedrooms required should feature en-suite level access shower rooms (wet room), with the detailed specification shown on plan.

7. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement.

8. Fire rated lift(s) should be incorporated and located to support Horizontal Evacuation and:

- a. must be clearly identifiable and have appropriate signage.
- b. should be situated within a protected enclosure.
- c. should consist of lift well and protected lobby at every level.
- d. should be provided with a switch marked "Evacuation Lift" at Exit level. (This switch should cause the lift to return to the final exit & then become controllable.) Alternatively, the lift could be interfaced to the fire alarm system, returning to ground when the alarm sounds.
- e. must feature an exclusive primary electricity supply from a sub-main circuit.
- f. must have an alternative back-up power that should start automatically in an emergency to prevent potential interruption to the electricity supply. The cables should be separate from those of the primary supply and routed through an area of low fire risk.
- g. must have power switches or isolators that are clearly identifiable and labelled at the main switchboard and alternative power supply to indicate the location of the other supply.
- h. must connect to any electrical sub-station, distribution board, generator, hydraulic pump or other apparatus that is fire protected for a period not less than that of the lift shaft.
- i. have a minimum load capacity of not less than 400kg.
- j. should have doors that have a minimum of 2 hours fire resistance.

The applicant should be advised to refer to BS 8300:2009 (not BS 8300:2001 as detailed in the submitted Access Statement).

NB: The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

Conclusion:

Details confirming the above best practice will be incorporated will satisfy the accessibility requirements of this development proposal. Detailed plans should be requested.

TREE AND LANDSCAPE OFFICER

The site forms part of the Academy site, which lies in the Green Belt. Saved policies OL2 and BE38 are relevant to this case, as they relate to landscape improvements and landscaping.

The (revised) landscaping scheme for the site is yet to be approved. However, most of that scheme is implemented, and the existing boundary hedge and vegetation/landscaping, which is retained, should be protected.

The landscape - visual impact of the scheme and the landscape strategy for the site is outlined in part 5.0 of the Design and Access Statement. The aim of the strategy is to mitigate the visual impact of the development. It includes the reinforcement of the existing hedge and new planting (dwg. no. 257-PA-01E), by filling of gaps and the planting of additional trees, and a new entrance landform/landscape.

There are several new trees on this site, some of which are relocated and some replaced as part of this scheme, which includes conceptual/outline proposals for extensive tree, shrub and amenity grass planting, as well as hard landscaping and a designed courtyard, and, although limited in extent, relates to the existing landscape (dwg. no. 257-PA-04E). Conditions should be imposed concerning the details and implementation of the landscaping scheme, and to ensure that the existing vegetation (trees, hedges, etc), which is retained, is protected so that it is not affected by construction-related activity.

Construction-related activity should be confined to the site (red line), so that the landform and landscape of other parts of the Academy site are not affected. For instance, any spoil from this site should not be deposited elsewhere on the site without the prior approval of the local planning authority.

Subject to conditions TL1 (services), TL2, TL3 (modified to relate to the retained vegetation on and close to the site), TL5, TL6 and TL7, the scheme is, in terms of the retention, relocation and planting of trees, the retention of the boundary hedge and other vegetation, and landscaping, acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

GREEN BELT POLICY

The main policy issue in relation to this development is the principle of additional development within the Green Belt and its impact on the character and appearance of the Green Belt. Of particular relevance are policies OL1, and OL4. Policy OL1 and PPG2 define the types of development, which are considered acceptable within the Green Belt, namely agriculture, horticulture, nature conservation, open-air recreation and cemeteries. New buildings are only acceptable if they are essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it. Policy 3D.9 of the London Plan seeks to maintain the protection of London's Green Belt and seeks to ensure that inappropriate development in the Green Belt should not be approved except in very special circumstances.

Policy OL1, the London Plan, or PPG2 do not include educational boarding facilities as an appropriate use within the Green Belt. The proposal is therefore inappropriate development and departure from Council, London Plan and national policy. PPG2 states that there is a general presumption against inappropriate development and the construction of new buildings within Green Belts. It goes on to state that: 'It is for the applicant to show why permission should be granted. Very special circumstances to justify inappropriate

development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.'

VERY SPECIAL CIRCUMSTANCES

The redevelopment of the former John Penrose buildings for the new Academy buildings were justified as having very special circumstances as they replaced the existing buildings on the site, offered visual improvements in terms of design and landscaping and offered significant educational benefits.

The current application would serve to supplement those achieved benefits and the development is within the curtilage of the Academy campus.

In respect of the current proposals for the boarding facility, it is considered that there are there are a number of considerations that together form the very special circumstances to justify the development. The boarding facility will serve two important social functions. Firstly, it will offer a stable environment for students currently in care or in need of respite from their family situations (Looked After Children). Secondly, it will provide a family environment for some sporting students currently travelling from some distance or staying in independent accommodation. Furthermore, the boarding facility will accommodate a mix of students from across the board within the existing Academy role. This will therefore encourage greater interaction between the age groups and student types (i.e. sporting and non-sporting students). The Academy also believes a boarding facility will enable them to increasingly develop links with the local community.

Government Initiatives for Boarding - the Boarding Provision for Vulnerable Children (BPVC) pathfinder was announced in the 2005 White Paper, Higher Standards, Better Schools for All and was subsequently launched in November 2006. It has since been working with local authorities to further develop this complementary option of boarding school placement designed to help vulnerable children and their families. Based on the fact that the educational outcomes of vulnerable children play a crucial part in determining their future opportunities and prospects, this boarding option supports the DCSF's 'Narrowing the Gap' priority by offering stability and support for a child or young person in need. Narrowing the Gap is a two year programme hosted by the Local Government Association, supported by the Improvement and Development Agency (IDA) and funded by the Department for Children, Schools and Families (DCSF). Its aim is to narrow the gap in outcomes between vulnerable and excluded children and others, against a context of improving outcomes for all.

In addition, the Government has recently put in place additional initiatives to support Looked After Children, which include funding boarding places where appropriate. This initiative is supported by the Boarding Schools Association.

In terms of sporting strategy, the Academy was set up to offer a comprehensive curriculum that would be inclusive for all students but offering a specialism of sports, sports science and health. As a result of this, there are a number of specialist sports students travelling to the site from outside the area. The boarding provision offers the opportunity for them to live locally during term time, which will benefit both their school work and sports activities. This initiative is supported by Sport England.

A number of options both on-site and off-site were considered for the provision of this facility. There were no practical off-site options. The chosen location within the site is considered to offer the best balance in terms of protecting residential amenity and

minimising visual impact in the Green Belt. This location offers the best siting for the building.

In terms of sustainability, the proposed development is being designed to achieve a BREEAM Very Good rating. The design also proposes carbon reduction measures with 20% on site renewable energy provision. Its impact on the local environment in terms of its construction and future operation is therefore reduced compared to a traditional design.

The proposed boarding facility offers the opportunity to reduce the number of students and staff travelling to the site on a daily basis by providing on site accommodation for 50 students and 4 staff within the existing Academy capacity. This benefit will be of particular importance for those travelling from further afield to the site. This will enhance the sustainability credentials of the facility.

Taking these factors into account, it is considered that the development has been designed to minimise the harm to the purposes of the land being included in the Green Belt. It is considered that the reasons given above are the very special circumstances to justify the new building, to the extent that the harm on the openness of the Green Belt has been outweighed. Therefore, even though the application is contrary to Policy OL1, approval is recommended for this application.

This view is supported by the Mayor, who in his Stage 1 report, states that the proposal to redevelop on previously developed Green Belt land is acceptable in strategic planning policy grounds, as the boarding house represents a 'very special circumstance', and is located and designed to preserve the open character of the Green Belt.

In conclusion, although the application is an inappropriate development in the Green Belt, it is intrinsically linked to the recently completed Harefield Academy, which was justified by very special circumstances. In addition, this proposal has been sited to minimise visual impact and has been robustly justified, satisfying the requirements of London Plan Policy 3D.9, PPG2 and UDP Policy OL1.

LAND USE AND LOSS OF RECREATIONAL OPEN SPACE

The proposal should also be considered in the context of UDP Policies R4 , R10 and R16 . Policy R4, seeks to resist the loss of recreational open space particularly if there is (or would result in) a local deficiency, while Policy R10 regards proposals for new meeting halls, buildings for education, social, community and health services, as acceptable in principle subject to other policies in the Plan. The over-riding caveat of Policy R16, however, is that such facilities must be accessible to all without increasing the need to use private motorcars.

The proposed boarding facility is not a residential development in terms of planning housing policy considerations. It is, therefore, more appropriate for it to be assessed against the planning policies relating to social and educational proposals. Policy R10 of the UDP states that proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to the other policies of this Plan.

The proposed building is to be sited in a part of the site which is currently covered by an area of hard standing and a grass mound. This is not part of the formally laid out sports

provision for the site and has not been used as a play area for students at break times. The grass mound was only turfed in January 2009 and the small trees planted around it as part of the landscaping of the wider site have not yet established. Given the nature of the existing land relative to the overall site, its development will not harm the quality of usable open space provision on the site. In addition to the open space within the Academy site, the site is also close to a number of other areas of public open space. The proposal does not therefore conflict with Policy R4 of the UDP which seeks to resist the loss of recreational open space, particularly if there is (or would be) a local deficiency in accessible open space.

It is not considered that the proposal would result in harm to the overall operation of the site as a result of this additional development. The proposed development is therefore, not in conflict with Policy R10 of the UDP.

7.02 Density of the proposed development

The proposed boarding facility is not a residential development in terms of planning housing policy considerations.

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

The proposed building is to be sited in a previously developed area of the former John Penrose School. There are no archaeological or heritage issues associated with this scheme.

7.04 Airport safeguarding

The proposal does not breach airport safeguarding criteria.

7.05 Impact on the green belt

The Harefield Academy has been developed on the former site of the John Penrose Secondary School. The new Academy buildings occupy the central part of the site, with playing fields to the west, which in turn are visually linked to the adjacent, attractive rural landscape which surrounds Harefield village. The application area constitutes Green Belt land, and is currently a combination of hardstanding and turfed areas, which contains a Multi Use Games Area, MUGA, with surrounding lawns and, to the south east, surface car parking.

A number of locations within the existing Academy site were considered. The location was chosen because it offered the best balance between minimising visual impact on views from the open countryside, relating well to the existing Academy buildings without compromising other facilities on the site, while still having an acceptable relationship with the neighbouring residential properties. There is a desire for the building to be an integral part of the development but also to be physically separated enough to allow students to feel they have 'gone home' at the end of the day.

The scheme proposes the erection of a separate building within the south-east part of the existing Academy Campus, in an area that was previously occupied by buildings associated with the former John Penrose School. The new building would be in close proximity, and in line with, the main Academy building. A visual screen of hedgerows currently separates the campus area from the existing residential development on the other side of Northwood road and Roundwood House to the north. In addition, the proposed building will occupy only 3.7% of the total Academy site area.

It is also noted that an area of hard standing and a grass mound that currently covers the part of the site to be developed does not part of the formally laid out sports provision for the site, nor has it been used as a play area for students. The development would therefore not

harm any existing green open space or play areas serving the Academy.

It is not considered that there would be unacceptable massing and height as the new building, which at 3 storeys, would be no higher than the existing Academy building. The visual impact as a result of proposed development is therefore considered to be negligible. Overall, it is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt, in accordance with UDP Policies pt 1.29 and OL4 of the UDP.

7.06 Environmental Impact

There is no history of land contamination on this site.

7.07 Impact on the character & appearance of the area

These issues have been dealt with elsewhere in the report

7.08 Impact on neighbours

In relation to outlook and privacy, Policies BE21 and BE24 require new residential developments to be designed so as to ensure adequate outlook and privacy for occupants of the site. In relation to sunlight access, Policy BE20 of the UDP seeks to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses.

With regard to the proposed college campus development, the nearest residential properties to the site are on the opposite side of Northwood Road. The offset angle of the new building relative to these houses means that there will be no direct relationship between opposing windows. The proposed landscaping along the Northwood Road frontage will also provide screening of the development.

With regard to the relationship of the proposed development to Robinwood House to the north, the new building would be located to the south of the existing all weather playing pitch, set in some 70 metres off the northern boundary of the Academy. A distance of over 150 metres would be maintained between Roundwood House and the new boarding facility. In addition, a substantial landscape buffer exists along the northern boundary, comprising trees and hedgerow, which will provide will also provide effective screening.

It is considered that the distance between these residential properties and the proposed buildings, together with the substantive landscape buffers along the eastern and northern boundaries will ensure no adverse impact on adjoining occupiers in terms of loss of light, overdominance and loss of privacy, in accordance with Policies BE20, BE21 and BE24 of the Unitary Development Plan Saved Policies (September 2007).

7.09 Living conditions for future occupiers

It is considered that the development would provide good environmental conditions for future boarders.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The site is remote from the Transport for London Road Network, Strategic Road Network, Underground and rail networks. The site is directly served by the 331 bus service, which runs along Northwood Road, but the only other bus route serving Harefield (route U9) is beyond acceptable walking distance from the site. The public transport accessibility level of the site is 1 a, where 6b is very high and 1a is very low.

Vehicular Access

Vehicular deliveries will be limited to the Boarding accommodation as the catering provision will be provided from the existing academy kitchens. Access will be via the existing Academy service road which passes its eastern elevation from the main Academy site entrance and car park. Vehicle turning is to be restricted to within the existing service yard on the northern boundary.

Refuse from the boarding accommodation will be transferred on site to the Academy's main refuse/recycling area within the service yard. Refuse vehicles will access this as they do for the Academy.

The proposed Biomass pellet boiler has been intentionally located in the north east corner of the Boarding site to provide access direct to the service road. For health and safety reasons deliveries have been kept away from the internal access routes trafficked by students. It is proposed that the wood pellet deliveries will occur on average once every 6 weeks taking approximately 30 minutes to unload. The delivery lorry will utilize a run off area provided in front of the staff parking to still allow clear access along the service road for delivery vehicles serving the Academy.

Parking

It is envisaged that a number of the 4 resident boarding staff will be existing Academy staff, further reducing the staff vehicle movements. However, for enhanced personal security 4 new dedicated car parking spaces are proposed for staff, located behind the sites second secure line, off the Academy's service road. Visitors to the boarding facilities are proposed to utilise the car parking provision in the existing Academy car park which is directly adjacent to the Boarding Facilities and Academy Reception.

Travel Plan

A travel plan is already in place; this may need to be amended slightly to reflect the introduction of boarders. TfL considers that no additional car parking should be necessary, however it is recognised that traffic impact is not a major concern. It is noted that boarders will be able to store bicycles within the existing cycle storage facilities on site. This is considered acceptable as it is recognised that there will be no requirement for additional cycle parking as part of this planning application. However, TfL strongly encourages regular monitoring and review of the cycle parking as part of the travel plan, so that additional facilities can be provided if there is a need for them. The vehicular access and parking strategy for the boarding provision could be integrated into the Academy's existing Travel Plan and Access strategy and it is considered that these issues can be addressed as part of the ongoing annual monitoring of the existing travel plan.

As there is no increased overall student numbers and the boarding facilities would potentially reduce the number of vehicular trips to and from the Academy, it is considered that the proposal would not have an adverse impact on traffic flows, congestion and traffic safety along the surrounding highway network, and that the level of parking provision is adequate, in compliance with Policies AM7, AM9, AM14 and AM15 of the UDP.

7.11 Urban design, access and security

Layout

The area proposed for development lies between the eastern elevation of the main

Academy building and Northwood Road. The proposed accommodation building, which is rectangular in shape, and three storeys high, is bounded to the south by the Academy service road and car park. The Academy grounds are screened to the north by existing vegetation.

It contributes to minimising the impact on the openness of the Green Belt. The site proposed for development is situated within the main axis of the existing buildings, and is bounded by the existing green framework of vegetation along the Northern and Eastern boundaries. The existing vegetation provides a green setting for the site itself, whilst it also offers visual separation to the adjacent Roundwood House to the north, and the existing residential neighbouring areas to the east.

The design and Access Statement notes that the building has been located such that it forms an integral part of the school development but is also physically separated enough to allow students to feel they have 'gone home' at the end of the day. Furthermore, the siting of the building has been established to provide a positive relationship to both the academy building 18 metres away, and the sites' wider context.

As such, the proposed new building has been set back from Northwood Road as far as possible, with layers of landscape screening to reduce the impact on the residences opposite. By setting out the Boarding building in line with the Academy's site grid layout, there is no direct overlooking relationship with the existing houses.

Scale

The proposed new building is 3-storeys in height and would be located next to the southeast elevations of the Academy building close to the boundary of Northwood Road to the east. This is the least visually obtrusive location for the building as the bulk and massing would comfortably integrate with the existing 3-storey scale of the Academy building. It is considered that the proposed scale, height and massing of the building would preserve the open character of the Green Belt and would reflect the scale and height of the existing adjacent Academy building, whilst creating a good spatial relationship with the distant residential development on the opposite side of Northwood Road.

Access

A separate visitor's entrance has been proposed to be accessed from the new pathway along the service road along the eastern elevation. The boarders main entrance is accessed from the northern side, in line with to the existing buildings within the Campus. The built environment has been designed as fully inclusive with integrated facilities for disabled residents, staff and visitors.

Design

The design concept has been developed to form a 3 storey U- shaped building, enclosed on the 4th side by an external courtyard. This provides accommodation on three sides with single sided circulation around a central triple height atrium space. This central space has evolved to form a heart to the boarding facilities. The proposed design concept provides two repeated stories of residential accommodation over a communal ground floor. A new courtyard has been proposed as an extension of the building accommodation, providing a private garden space for the residents with functions such as central lawn, a social area, staff open space and a small gardening area, which may be raised to allow for wheelchair

access.

The Urban Design Officer considers that the proposed building benefits from a strong contemporary design approach and has been designed with a strong synergy with the academy Building through its siting as a continuation of the existing built axis, and similar external material palette.

Materials

The proposed building adopts a similar external material palette as the existing building, with a predominantly rendered form, on a dark grey glazed brick foundation, which the Urban Design Officer considers to form robustness and texture at ground level. Natural timber boarding highlights the two entrance zones, and creates visual interest and warmth to the well-designed composition. The Urban design Officer considers that the white crisp render, hardwood timber boarding and dark aluminium details will ensure that the new development forms an integral part of the Academy site.

Overall, the scheme, with its minimalist architectural approach is considered to successfully integrate functionally and visually with the existing Academy buildings and infrastructure, and to be acceptable in terms of scale, height and massing. The proposal benefits from a high quality design, sustainable construction techniques are welcomed. The scheme is therefore considered to be in compliance with Policies BE13 and BE19 of the Unitary development Plan saved Policies (September 2007).

Security

In terms of security, it is proposed to provide a fully operational and networked CCTV system to cover all external areas and vulnerable internal areas of the Boarding facilities. All external areas will be adequately illuminated to allow the safe movement of students and staff within the Academy grounds and buildings. The location of external lighting will be carefully determined to avoid shadows for would-be attackers to hide in external and public areas.

The electronic security will include the following systems, linked to the Academy's existing systems:

- *Intruder alarm system;
- *Biometric access control system;
- *CCTV system;
- *Security lighting.

It is considered that these measures are satisfactory and can be secured by condition.

7.12 Disabled access

The aim of London Plan Policy 4B.5 is to ensure that proposals achieve the highest standards of accessibility and inclusion (not just the minimum), and this and all developments should seek to better minimum access standards. The applicants have submitted an access arrangement in their design and access statement, which explains the design thinking behind the application and demonstrates that the specific access needs of disabled people have been considered in the design. Although the proposal is generally very accessible there are some detailed design issues that, if resolved, could improve the facilities provided for disabled people.

The applicants inclusive design approach for the scheme among others incorporates four dedicated disabled bedrooms out of the 37 proposed, with en-suite bathrooms for boarders, level access to all external areas, ambulant disabled toilets and showers on each residential level, visitor disabled toilet by visitor's entrance, a disabled staff parking bay, centrally located passenger lift to all floor levels and low level counter and hearing aid loop to duty office desk. All these arrangements are welcomed.

The boarding facilities have been designed as fully inclusive with integrated facilities for the disabled residents, staff and visitors. The provision includes:

- * Accessibility for students, staff and visitors to all the new facilities internally and externally;
- * A disabled staff parking bay.
- * Covered residents and visitors entrances Automatic opening main entrance door and turnstile gate;
- * Low level counter and hearing aid loop to duty office desk.
- * Centrally located passenger lift to all floor levels;
- * Clear layout of facilities oriented around central atrium street with visual reference points and way finding;
- * Visitor Disabled toilet by visitor's entrance.
- * Dedicated Disabled bedrooms with en-suite bathrooms for boarders.
- * Ambulant disabled toilets and showers on each residential level.
- * Dedicated emergency congregation points for disabled people to staircases.
- * Level access to all external areas.

The Access officer has requested that detailed plans be submitted covering the following areas, in order to ensure best practice will be incorporated to satisfy the accessibility requirements of this development proposal:

1. Details of the accessible car-parking bay
2. Details of the accessible bedrooms including fixed tracked-hoist systems
5. Appropriate refuge areas
6. Fire rated lifts should be incorporated and located to support Horizontal Evacuation.

It is considered that these details could be secured by condition, in the event that planning permission is forthcoming. The scheme is generally considered to comply with the London Plan policy 4B.5 and HDAS supplementary planning document Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

There is no requirement for special needs housing.

7.14 Trees, Landscaping and Ecology

The proposal includes the retention and reinforcement of existing hedgerows between the Boarding provision building and the existing residential development on the opposite side of Northwood Road. New landscaping is also proposed to screen the building from the existing service road. The setting of the building to the east has been raised and landscaped in the form of two oval mounds. The designed landscape discretely integrates a small enclosure for a bio mass boiler at the north east corner.

The landscape strategy for the external public realm includes a number of strategies as follows:

1. Reinforcing the existing hedge and new planting.

The proposal envisages that remaining gaps in the existing hedge opposite the Boarding provision site will be planted with a native hedgerow mix New semi mature trees will further

reinforce the existing planting along this boundary where appropriate.

2. A new entrance landscape to the east of the new accommodation

A new landscape setting is envisaged for the space between the new building and the existing service road. Two landscape mounds approximately 1.5m high will be formed either side of the new main access path and that these will be planted with a mixture of native trees. The mounds, along with the tree planting, will also serve to partially screen the biomass store and reduce the visual impact of the MUGA fencing just to the north. Natural rock filled gabion walls approximately 2.5m high will retain the northern mound against the biomass store and provide screening enclosure. A formal hedge running next to the main entrance path will reinforce a sense of formality to this main public/family access point. A simple landscape strategy is being followed to the remaining perimeter areas.

It is envisaged that new footpath connections to the building will be surfaced in tarmac linking with existing tarmac footpath system. Feature paving will define the main entrance with areas with gravel extending between the new perimeter hedge and the building elevation itself.

The revised landscaping scheme for the larger Academy site is under consideration and is yet to be approved. However, most of that scheme is implemented, and the existing boundary hedge and vegetation/landscaping, which is retained, is to be protected.

The landscape - visual impact of the scheme and the landscape strategy for the site is outlined in part 5.0 of the Design and Access Statement. The aim of the strategy is to mitigate the visual impact of the development. It includes the reinforcement of the existing hedge and new planting (dwg. no. 257-PA-01E), by filling of gaps and the planting of additional trees, and a new entrance landform/landscape.

The Tree and Landscape Officer considers that the scheme is acceptable in terms of the retention, relocation and planting of trees, the retention of the boundary hedge and other vegetation, and landscaping, subject to conditions, in accordance with Policy BE38 of the UDP.

7.15 Sustainable waste management

It is considered that the issue of sustainable waste management could be dealt with by the imposition of an appropriate condition.

7.16 Renewable energy / Sustainability

The London Plan climate change policies as set out in chapter 4A collectively require developments to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating renewable energy technologies with a target of 20% carbon reductions from on-site renewable energy. The policies set out ways in which

Applicants' must address mitigation of and adaptation to the effects of climate change.

Policies 4A.2 to 4A.8 of the London Plan focus on how to mitigate climate change and the carbon dioxide reduction targets that are necessary across London to achieve this.

Policy 4A.3 of the London Plan requires all development proposals to include a sustainability statement. London Plan policies 4A.9, 4A.10, 4A.11 and 4A.14 also include sustainability requirements. Further guidance on these policies is given in the Mayor's SPG Sustainable Design and Construction.

The energy statement states that the new facilities have been developed with a holistic sustainable design, which will provide a new Boarding Accommodation with an integrated sustainable design that enhances the site environment, reduces energy consumption, reduces maintenance costs, encourages sustainable travel and provides the highest quality internal environment. Integrated renewable energy provision through biomass boiler will be provided, relating relating to the specific siting, energy use and occupancy of this building. The new building is designed as a compact plan form, reducing the area of external envelope, to minimise energy loss through the building fabric. This design also provides a minimised building footprint on the site to maximise the site area retained as green landscape.

The GLA Stage 1 report notes that the application makes no reference to green roofs and swales and that these could be easily incorporated into the scheme, together with other features which could easily be designed into landscaping around the site. The applicant would need to reconsider on the provision of swales in light of London Plan policy 4A.14 and provide green roofs in light of policy 4A.11. Furthermore, the applicant has not demonstrated what specific measures are proposed in relation to water conservation or rainwater harvesting and this conflicts with policies 4A.9, 4A.10, 4A.11 and 4A.14 of the London Plan.

In response the applicant notes that London Plan Policy 4A.14 requires surface water to be managed as close to its source as possible with SUDS being promoted unless there are practical reasons for not doing so.

With regard to green roofs, this would add additional weight to the proposed lightweight long span roof structure. This would result in increased materials, a heavier structure and deeper foundations, which would have environmental as well as financial implications which are not feasible or justified. The proposed structure, including roof and external walls, will be constructed using a lightweight, pre-fabricated timber solution. The project however does propose a substantial increase in the site biodiversity within the landscaping and trees which will also absorb more water runoff than existing current grassed/tarmac site covering.

The applicants have also submitted that a grey water system is impractical for this development due to bathroom and catering facilities being located throughout the building. Space for a separate drainage system from wash hand basins, washing machines etc. would be impractical within the floor areas, take up a lot of space and have a financial implication on the project.

A rain water harvesting system could be incorporated but again this would have a financial implication on the project and cannot be accommodated within the budget.

Due to the inherent site slope, the use of swales are inappropriate on this site as it would provide standing water against the students external play area close to the existing Academy building.

The project does propose to install integrated water saving measures such as flow restrictors to all showers and sanitary fittings, low flush toilets and spray taps to reduce the operational water demand. Thermal mixer valves will be used throughout. Given the design of the building and the down pipes, water butts are not feasible. Storage for rainwater/surface water runoff for garden irrigation could be incorporated beneath the

courtyard within a below ground storage tank if affordable. The feasibility of this will need further consideration and will only be incorporated if necessary.

Carbon reduction

The carbon emissions have been estimated to be 93 Tones CO₂ per annum. The GLA Stage 1 Report seeks clarification on the calculation of CO₂ against the 2006 Building Regulations minimum requirements and seeks confirmation of the reduction in demand for energy in addition to renewable energy provision in order to satisfy Policy 4A.3. The energy statement should identify appropriate energy efficient design measures for the proposed development and evaluate the carbon savings as a result of those.

The applicant has responded that these two issues require further work from the specialist engineer, who is not available at present. This will be provided at the earliest opportunity.

The GLA Stage 1 Report suggests that consideration be given to the creation of a common heat network to enable the proposed biomass boiler to provide energy for the main Academy building as well as the boarding facility.

The applicants have responded that the biomass boiler has been designed for the average heating hot water load. In theory, it would be possible for such a set up to also serve the main Academy building. However, this is not feasible in this instance for the following reasons:

The boiler system has been designed to provide 60% of the heating for the Boarding building, which is far smaller than the main Academy building. In order to have any effect on providing heating for the main building, the system would have to be considerably up scaled, which would have significant space, design and cost implications. In addition, the existing boiler room in the main building is on the far side of the Academy to the new building. The cost of moving the new plant room and/ or implementing this proposal could not be met under the current funding provision.

Paragraph 35 requests further information on the proposed cooling strategy in accordance with Policies 4.A.5 & 4A.6.

Although a number of sustainability issues have not been finally agreed with the Mayor, the applicants have agreed in principle to provide renewable energy measures as part of the scheme and are committed to achieve the highest level of carbon reduction that is feasible for the development. It is therefore recommended that a condition be imposed requiring details of how the renewable energy can be implemented as part of the development, to contribute at least 20% CO₂ reduction, in accordance with the aims of Renewable Energy Policy 4A.7 and 4A.9 of the London Plan (February 2008). Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation of and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with relevant London Plan (February 2008) policies.

7.17 Flooding or Drainage Issues

These have been considered elsewhere in the report.

7.18 Noise or Air Quality Issues

Noise issues are covered by the recommended conditions.

7.19 Comments on Public Consultations

The letter written by Mr Chapples on behalf of Mr & Mrs Levy raises a number of issues not relating to this application. The Harefield Academy has made direct contact with the neighbour to invite them to tour the site and discuss any outstanding issues. Those matters are, therefore, not addressed in this report.

With regard to matters relating to this current application, the applicants have responded as follows:

Visual impact - there is a significant separation distance between the proposed building and the neighbouring house. The properties on the opposite side of Northwood Road are much closer to the proposed building and still with an appropriate separation. In addition, the boundary treatment and change in levels between the two buildings ensure that it will not be intrusive or have an excessive impact.

Drainage - the drainage requirements for the proposed development will be designed in accordance with the current requirements. Any issues in the existing area around the site are not a matter for consideration in this application.

Disturbance - the boarding students will be looked after in a structured environment with controlled access outside the building and courtyard. Protecting the amenity of existing neighbouring residents is a primary concern for The Academy and measures will be put in place to ensure that the impact of the development in this respect is entirely acceptable.

7.20 Planning Obligations

Although the Primary Care Trust put in a bid for contributions for health facilities, the applicants have responded that of the 50 'new' students, a proportion would reside in the borough already. In addition, the school term is far shorter than the full year, these students would spend time at home in the holidays. There is also proposed to be a nurse on site during school hours. The residual contribution the academy are proposing to offer would in fact be of such a nature as to be de minimus. The S106 Officer does not therefore recommend that the health contribution from the school.

7.21 Expediency of enforcement action

There are no enforcement issues relating to this application.

7.22 Other Issues

There are no other issues relating to this proposal.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is

unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

As there are no S106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

10. CONCLUSION

Although the new boarding facilities constitute inappropriate development in the Green Belt, the need to for educational facilities is considered to constitute the special circumstances necessary to justify the departure from national and local policies. It is considered that the development would not significantly increase the built up appearance of the site, nor injure the visual amenities of the Green Belt.

There would be no loss of residential amenity to surrounding occupiers, while it is not anticipated that additional traffic will be generated on the adjoining highway network.

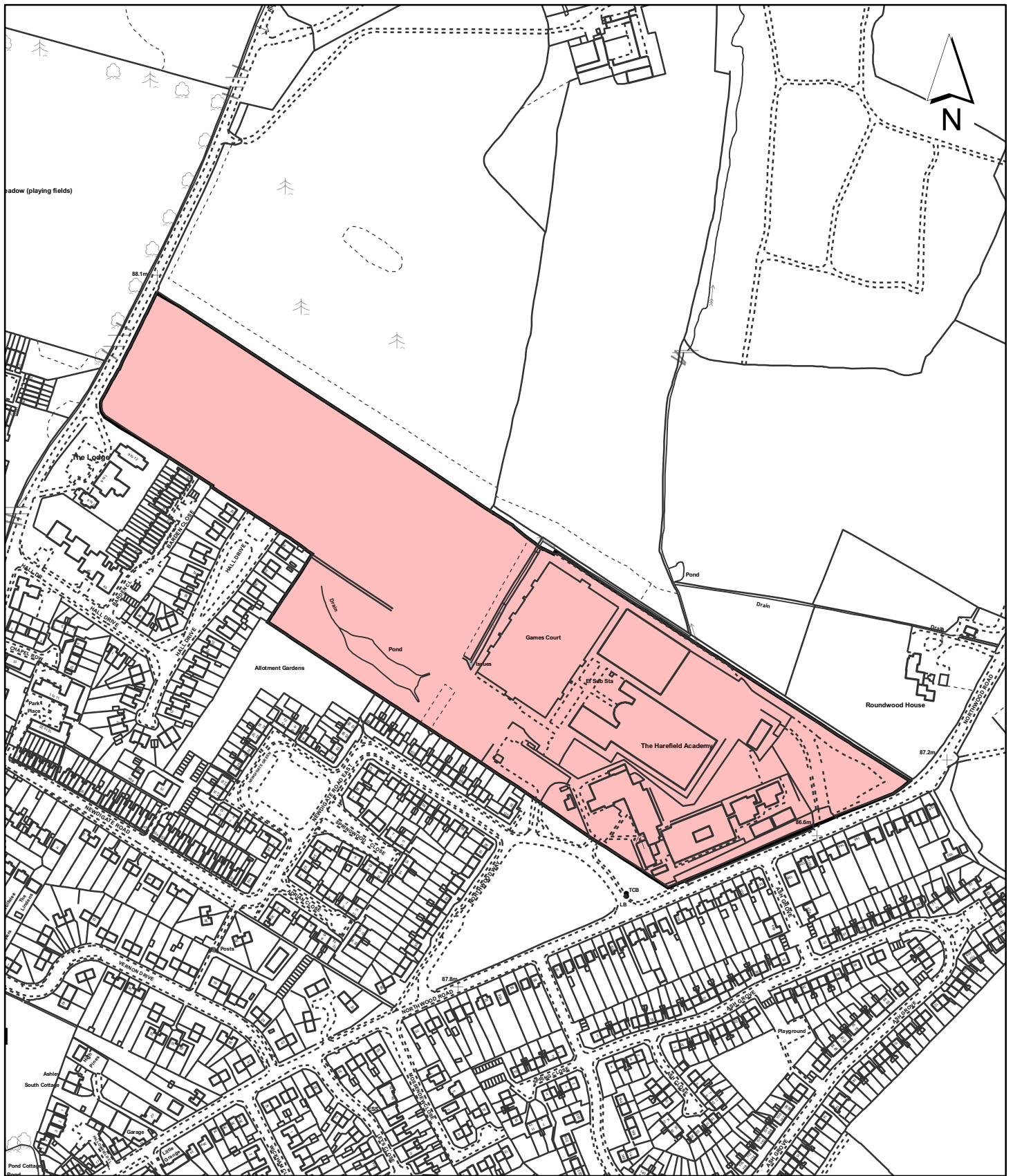
The Mayor accepts that very special circumstances have been established for allowing the development in the Green Belt, but has requested that further work takes place to address concerns regarding the applicant's energy proposals. The application is therefore recommended for approval subject to suggested conditions.

11. Reference Documents

- (a) London Plan Consolidation (February 2008)
- (b) Planning Policy Statement Note 3 - Housing
- (c) Planning Policy Guidance Note 2 - Green Belts
- (d) Planning Policy Guidance Note 13 - Transport
- (e) Planning Policy Guidance Note 24 - Planning and Noise
- (f) Hillingdon Unitary Development Plan Saved Policies (September 2007)
- (g) Hillingdon Design and Accessibility Statement (HDAS)
- (h) Council's Supplementary Planning Guidance Community Safety by Design
- (i) Council's Supplementary Planning Guidance Planning Obligations Strategy
- (j) Letters making representations

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Harefield Academy
Northwood Way
Harefield**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
17709/APP/2009/624

Scale
1:4,000

Planning Committee
North Page 58

Date
June 2009



HILLINGDON
LONDON

Minutes

North Planning Committee
23rd June 2009
Meeting held at the Civic Centre, Uxbridge



Published on:
Come into effect on:

	<p>Members Present: Councillors David Payne (Chairman) Michael White (Vice-Chairman) David Allam Anita MacDonald Michael Markham Carol Melvin Mary O'Connor</p> <p>Also present: Councillors Catherine Dann and Andrew Retter</p>
1.	<p>ELECTION OF A CHAIRMAN AND VICE-CHAIRMAN</p> <p>The Committee Clerk sought nominations for the appointment of a Chairman and Vice-Chairman for this meeting only.</p> <p>Councillor Michael Markham proposed that Councillor David Payne be elected as Chairman, and Councillor Mary O'Connor seconded the proposal. On being put to the vote, Councillor David Payne was duly elected as Chairman for this meeting only.</p> <p>The Chairman sought nominations for the appointment of a Vice-Chairman for this meeting. Councillor Michael White was nominated and seconded and on being out to the vote, Councillor White was duly elected as Vice-Chairman for this meeting only.</p>
2.	<p>APOLOGIES:</p> <p>Apologies had been received from Councillors Eddie Lavery and Allan Kauffman. Councillors Michael White and Mary O'Connor attended in their place.</p>
3.	<p>DECLARATIONS OF INTEREST:</p> <p>Councillor David Payne declared a personal interest in the following items, by virtue of having been involved as a Ward Councillor of the application sites:</p> <p>6 – RAF Eastcote, Lime Grove, Eastcote, 85 – 87 Field End Road, Eastcote and Land forming part of 12 Gladsdale Drive, Eastcote. Councillor Payne withdrew from the room and did not take part in the decision of the applications.</p>

	<p>Councillor Anita MacDonald declared a personal and prejudicial interest in item 6 - RAF Eastcote, Lime Grove, Eastcote, as her home backed onto the application site and the developers had surveyed the garden prior to her moving in. Councillor MacDonald withdrew from the room and did not take part in the decision of the application.</p> <p>Councillor Carol Melvin declared a personal and prejudicial interest in item 8 – London School of Theology, Green Lane, Northwood, as she had discussed the item with residents as Ward Councillor of the application site. Councillor Melvin withdrew from the room and did not take part in the decision of the application.</p>
4.	<p>MINUTES OF THE MEETINGS HELD ON 21 MAY 2009</p> <p>The minutes of the meeting held on 21st May 2009 were agreed as a correct record and signed by the Chairman; subject to the record being amended to show that Councillor Alan Kauffman was present and was not substituted by Councillor Brain Stead.</p>
5.	<p>EXCLUSION OF THE PRESS AND PUBLIC:</p> <p>It was agreed that all items of business would be considered in public except item 13, which was considered in private.</p>
	<p>Consideration of Reports: Reports were considered as set out below:</p>
Item 6.	<p>RAF Eastcote, Lime Grove, Eastcote</p> <p>10189/APP/2009/621</p> <p>Eastcote & East Ruislip Ward</p> <p>Amendments to reserved matters approval refs: 10189/APP/2007/3046 and 10189/APP/2007/2463 dated 31/03/2008 involving: rearrangement of plots 100-116, removal of access path between plots 102 and 103, provision of rear access to plots 101 and 102 and substitution between plots 103 and 258 of a 4 bed wheel chair unit and 4 bed life time home unit.</p> <p>The recommendation and amendments on the addendum sheet was moved, seconded and on being put to the vote was agreed.</p> <p>RESOLVED - That the application be Approved, subject to the conditions and informatives set out in the officer’s report and on changes on the addendum sheet.</p>

7.	<p>Harefield Academy, Northwood Way, Harefield</p> <p>17709/APP/2009/624</p> <p>Harefield Ward</p> <p>Erection of a three storey building to provide accommodation for 50 boarders and 4 staff with ancillary amenity space, landscaping, car parking and biomass boiler enclosure.</p> <p>In introducing the report, the officer advised that the need for educational facilities was considered to constitute the special circumstances required to justify this new building in the Green Belt. It was noted that the development was also supported by the Mayor of London. The Committee's attention was drawn to the addendum sheet to note that issues raised in respect of the consultation process had been covered.</p> <p>The officer directed Members to further amendments in the Addendum sheet, and highlighted additional condition (26), which required a Student Management Plan, to ensure control of any issues that may arise from the boarders in and out of school.</p> <p>In response to a question about the applicant seeking amendments to recommended conditions, officers advised that this could be addressed via a section 73 application, where consideration would be given to just the changes to the conditions.</p> <p>A Member asked whether the Management Plan would cover the use of the building during after school hours. Officers responded that Condition 4 limited the use of the building only to Harefield Academy.</p> <p>Officers advised that Condition 4 should be amended to read as follows: 'The residential accommodation hereby approved shall be occupied solely by students or other persons associated with Harefield Academy'. It was noted that amending Condition 4 this way would prevent use by other bodies.</p> <p>In answer to a query relating to the inclusion of evergreen screening between the site, officers advised that the Committee could specify by way of an informative, for evergreen to be included in the landscaping scheme (Condition 16).</p> <p>A petition representative addressed the Committee and expressed concerns about the development. The applicant spoke in support of the application.</p> <p>For point of clarification relating to a query about properties in Northwood Road not being consulted, the Legal Advisor advised that the Local Authority was only legally obliged to advertise in the local paper and to post site notices (by virtue of article 8 (3) of the GDPO 1995). Although it is good practice, there was no statutory requirement for the Council to send letters to neighbouring properties. It was noted that the fact that a petition and various letters and emails had been received indicated that residents had not been prejudiced.</p> <p>The recommendation with the amendments on the addendum sheet, condition 4</p>
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being amended and an additional informative was moved, seconded and on being put to the vote was agreed.

RESOLVED – That the application be Approved, subject to the following, amendment to condition 4, an additional informative with the amendments on the addendum sheet:

1. That the application be referred to the Mayor under Article 5 of the Town and County Planning (Mayor of London) Order 2008 (Stage 2 Referral).
2. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan.
3. That subject to the Secretary of State not calling in the application and the Mayor (i), not directing the council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or (ii) not issuing a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determination by the Director of Planning and Community Services under Delegated Powers.
4. That if the application is approved, the conditions and informatives in the officer's report be attached.

Condition 4 was revised as follows:

The residential accommodation hereby approved shall be occupied solely by students or other persons associated with Harefield Academy.

Additional informative:

The applicant is encouraged to include evergreen as well as deciduous trees in landscaped planting areas between the proposed building and Northwood Road. This is to ensure year round screening of the building from Northwood Road.

8. London School of Theology, Green Lane, Northwood

10112/APP/2009/707

Northwood Ward

Erection of two storey teaching block to North West side of existing building (Phase 1) and new chapel and foyer to South East side of existing building (Phase 2) (Part Outline Application.

In introducing the report, officers advised that a previous scheme had been refused, and that the reason for refusal was no longer part of the current scheme being reported to the Committee.

A Member asked for an additional informative to be attached, to encourage the applicant to consider installation of charging points for electric cars, (a Government initiative). Officers advised that the development would need to be of a scale where it could be justified, and highlighted to the Committee that the level of parking had been reduced. The Committee noted that attaching an informative would be asking the applicant to note the request.

The recommendation and amendments on the addendum sheet was moved, seconded and on being put to the vote was agreed.

RESOLVED

That Delegated Powers be given to the Director of Planning and Community Services to grant planning permission, subject to the following and amendments on the addendum sheet:

a) That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:

(i) 10 Year Green Travel Plan in accordance with TfL guidance.

(ii) Highway improvements, to include a separate footpath at the entrance of the site on Green Lane.

(iii) Project Management and Monitoring Fee: 5% of the total cash contribution to enable the management and monitoring of the resulting obligation.

b) That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

c) If the S106 Agreement has not been finalised within 6 months, the application to be referred back to the Planning Committee for determination at the discretion of the Director of Planning and Community Services.

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

e) That if by 14th July 2009, the S106 Agreement has not been completed, delegated powers be given to the Director of Planning and Community Services to refuse planning permission for the following reason:

1. The development is not considered to have made adequate provision, through planning obligations, for a Travel Plan and junction improvements. Given that a legal agreement or unilateral undertaking has not been secured to address this issue, the proposal is considered to be contrary to Policy R17

	<p>of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's Supplementary Planning Document for Planning (Adopted July 2007).</p> <p>f) That on completion of the S106 Agreement, the application be deferred for determination by the Director of Planning and Community Services under Delegated Powers.</p> <p>g) That the application and amendments in the addendum sheet be approved, subject to the conditions and informatives set out in the officer's report.</p>
9.	<p>85 & 87 Field End Road, Eastcote</p> <p>15225/APP/2008/3210</p> <p>Eastcote and East Ruislip Ward</p> <p>Use of garage at rear for use as storage of commercial goods in connection with commercial premises (Application for a Certificate of Lawfulness for an existing use or operation or activity).</p> <p>In introducing the report, officers advised that conflicting evidence had been provided by the applicant who had not been able to demonstrate that, on balance of probability, the garage had been in use as storage of commercial goods in contravention of Condition 2 of Planning Permission granted in June 1976 (155225c/76/673). Members were directed to the addendum sheet to note that there had been a change in the recommendation, as an appeal for non-determination had been received.</p> <p>The Committee heard from a petition representative who spoke in objection to the application. The applicant spoke in support of the application.</p> <p>In answer to an issue raised, the Legal Advisor advised that it was not for the Committee to search for information relevant to the applicant's case. Certificate of lawfulness should only be granted on the balance of probability to show that use had continued without interruption for a period of 10 years. The Legal Advisor added that the information presented by the applicant did not show this.</p> <p>With respect to the information provided by the applicant at the meeting, the Legal Advisor advised that the Committee should disregard this information, as officers had not had the opportunity to test it. It was noted that officers could review relevant information in respect of a new application.</p> <p>A Member added that the balance of probability had not been proven as the applicant had not demonstrated continuity prior to 2002.</p> <p>The amended recommendation and changes on the addendum sheet was moved, seconded and on being put to the vote was agreed.</p> <p>RESOLVED – That had an appeal for non-determination not been lodged, the application would have been refused.</p>

<p>10.</p>	<p>Land forming part of 12 Gladsdale Drive, Eastcote</p> <p>65761/APP/2009/599</p> <p>Eastcote & East Ruislip Ward</p> <p>Two storey three-bedroom detached dwelling with associated parking.</p> <p>A petition representative addressed the Committee and expressed concerns about the development. The applicant spoke in support of the application.</p> <p>A representative of two petitions spoke in objection to the development. The agent did not address the Committee.</p> <p>A representative from Eastcote Conservation Panel addressed the Committee and spoke in objection to the proposed development, on the grounds that it would be out of keeping with the scene, in an area that had always been a Green Belt site. The representative objected to the proposed removal of the willow tree and requested Members to attach a condition to prevent pollution of the stream from building works, given the steepness of the site.</p> <p>In response to a query raised, officer's advised that the willow tree was required to be removed as it was in decay.</p> <p>A Ward Councillor addressed the Committee and expressed their support of the petitioners and the comments from the Eastcote Conservation Panel. In Echoing all the concerns raised, the Ward Councillor urged the Committee to support the officer's recommendation for refusal.</p> <p>With the Chairman's permission, A neighbouring Ward Councillor addressed the Committee, stating that the proposed development would encroach into Green Belt land. The Ward Councillor asked the Committee to protect the ancient hedgerow by conditioning it, and requested Members to accept the officer's recommendation for refusal, to ensure that the Green Belt was protected. The Committee was advised that comments from residents in Northwood Hills had been omitted.</p> <p>A Member added that the proposed cramped development would encroach into Green Belt land and would be detrimental by virtue of it being against the boundary of Green Belt land.</p> <p>The recommendation for refusal was moved, seconded and on being put to the vote was agreed.</p> <p>RESOLVED – That the application be Refused for the reasons set out in the officer's report.</p>
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<p>11.</p>	<p>Land at 1-10 Lees Avenue, Northwood</p> <p>63316/APP/2009/774</p> <p>Northwood Ward</p> <p>Block of 6 two storey, three-bedroom terraced houses and a two-bedroom detached bungalow with associated parking and vehicular crossovers, involving the demolition of existing 10 attached bungalows).</p> <p>The recommendation and amendments on the addendum sheet was moved, seconded and on being put to the vote was agreed.</p> <p>RESOLVED – That the application and amendments in the addendum sheet be Approved, subject to the conditions and informatives set out in the officer’s report.</p>
<p>12.</p>	<p>Builders Yard, Joel Street Northwood</p> <p>16194/APP/2009/580</p> <p>Northwood Ward</p> <p>In introducing the report, officers advised that no case for very special circumstances had been made by the applicant for this development, which would be detrimental to the open character of the green belt. The plans submitted did not indicate provision for off-street parking or for manoeuvring areas for large vehicles.</p> <p>In answer to a question about the proposed storage of materials, officers advised that the materials currently stored externally, would be stored internally in the proposed development.</p> <p>It was noted that there were a number of developments on the site, which did not have the benefit of planning permission, and these were being investigated.</p> <p>A petition representative spoke in support of the development.</p> <p>In addressing the Committee, a Ward Councillor stated that it was accepted that the site had been in existence for considerable years, and had operated with relatively few problems. He added that there had however been a marked increase of activity on site and though not an unusual occurrence for vehicles to turn into and out of Joel Street, vehicles reversing out into Joel Street would be very dangerous and would lead to further congestion.</p> <p>The Ward Councillor urged the Committee to refuse the application as the proposed development would be detrimental to the openness of the Green Belt.</p>

	<p>A Member commented that although tidying up the site would be welcomed, the proposed development would encourage further increase of activity on the site and would not be appropriate in the Green Belt.</p> <p>The recommendation for refusal and comments on the addendum sheet was moved, seconded and on being put to the vote was agreed.</p> <p>RESOLVED – That the application be refused for the reasons set out in the officer’s report and amendments in the addendum sheet.</p>
13.	<p>ENFORCEMENT REPORT</p> <p>Kylemore House, (Formerly Tanrey House), Hill End Road, Harefield</p> <p>Harefield Ward</p> <p>RESOLVED</p> <ol style="list-style-type: none"> 1. That enforcement action as recommended in the officer’s report was agreed together with the amendments in the addendum sheet. 2. That the decision and the reasons for it outlined in this <i>report into</i> the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned.
	<p>Meeting closed at: 9.30pm</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nadia Williams on 01895 277655. Circulation of these minutes are to Councillors, Officers, the Press and Members of the Public.

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FAIRWAY AVENUE – REQUEST FOR RESURFACING	ITEM 6
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Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Gurmeet Matharu
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	This report deals with a petition signed by 76 residents of Fairway Avenue, requesting that the carriageway be resurfaced.
Contribution to our plans and strategies	A safe borough, a clean and attractive borough
Financial Cost	£12,000 to treat the surface of the carriageway in Fairway Avenue.
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	West Drayton Ward

RECOMMENDATIONS

It is recommended that the Cabinet Member for Planning & Transportation

Notes that officers have carried out a detailed assessment and that they recommend that the carriageway surface receive treatment during a future programme.

INFORMATION

Reasons for recommendation

Officers consider that substantial parts of the carriageway surface are in reasonably good repair at this time but will deteriorate unless action is taken. The existing carriageway surface has deteriorated with shallow fretting in isolated areas of the carriageway. The failure is due to the natural ageing of the bitmac surface, which is now slowly disintegrating after an estimated life of 25 to 30 years. Past patching has filled some of the worst fretting and left the road in a reasonable condition. Officers therefore consider that limited patching work should be carried out and the road resurfaced with a thin surfacing or possibly a surface dressing.

Alternative options considered

Resurfacing would also provide a smoother riding surface, maintain the asset value of the highway and improve the visual aspect of the street. However extensive areas of the road are still in comparatively good repair and alternative methods of maintenance, apart from normal resurfacing to a depth of around 40mm, should be considered.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

- 1 Fairway Avenue is a residential road approximately 510 metres in length branching off Lawrence Avenue with two small cul-de-sacs and two other roads leading into it. The carriageway is mainly rigid construction, i.e. an original concrete road that has been subsequently surfaced over with various layers of bituminous material. The end of the road beyond its junction with Colne Avenue is of flexible construction with some major cracks that have been sealed with bitumen.
- 2 The uppermost layers of the overlay on the rigid section have oxidised to the extent that a few small potholes have appeared (Appendix 'B'). The joints between the concrete panels have failed and these need to be resealed otherwise they will be liable to let in surface water that will ultimately undermine the strength of the structural concrete layer.
- 3 Based on the results of the recent UKPMS (United Kingdom Pavement Management System) structural condition surveys, carried out on all Borough roads between January and March 2009, Fairway Avenue is placed fairly low on the advised priority list for future treatment. Officers consider that this road is a relatively low priority on surface condition and 'Serviceability' criteria such as appearance, ride-quality etc. At the time of the assessment prior to writing this report there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair for dangerous defects. There were some small potholes visible and these have been filled as a temporary safety measure. There were concerns that the slightly roughened surface could be a problem to cyclists.

- 4 Patching operations have been carried out over the years but these have primarily been of a temporary nature as the traditional patching method of cutting out neat rectangles and compacting in new material is generally impractical due to the age and brittleness of the surrounding material.
- 5 As an alternative to complete resurfacing, which is unlikely to be carried out in the near future given existing priorities, the road is considered to be a suitable candidate for an alternative form of treatment such as thin surfacing or surface dressing.
- 6 The existing bitmac surface will degrade with time and ultimately will need replacing unless steps are taken to reduce the rate of degradation. This can be achieved by protecting the existing material from the effects of the sun and weather by applying a new thin surface. This will provide a surface of uniform appearance that is weather proof and will extend the life of the existing surfacing by many years.

Financial Implications

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

Officers will seek to obtain funding from the Highways Renewal (Capital) programme of work.

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved surface longevity and appearance would be facilitated in the longer term by surface treatment rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned surface treatment should take place in the programme of highway works having regard to the legal requirement to meet the duty.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

The resurfacing of Fairway Avenue will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

Consultation Carried Out or Required

None to date

CORPORATE IMPLICATIONS

Corporate Finance

See under 'Financial Implications'

Legal

See under 'Legal Implications'

Corporate Property

N/A.

Relevant Service Groups

N/A.

BACKGROUND PAPERS

Petition received, dated 14 April 2009.

APPENDIX 'A' – LOCATION PLAN



APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – MAY 2009





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TITLE: THE GROVE, ICKENHAM - PETITION REQUESTING THE INTRODUCTION OF WAITING RESTRICTIONS.	ITEM 7
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Cabinet Portfolio	Planning and Transportation
Report Author	Minaxshree Rana
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To advise the Cabinet Member that a petition has been received from local residents of The Grove, requesting the installation of waiting restrictions on both sides of the road, between House nos. 21 – 46.
Contribution to our plans and strategies	The request can be considered as part of the Council’s strategy for on- street parking.
Financial Cost	The estimated cost of the recommended proposed waiting restrictions is £1350.
Ward(s) affected	Ickenham

RECOMMENDATION

That the Cabinet Member:

- 1. Acknowledges the petition and discusses with petitioners their concerns with parking in The Grove.**
- 2. Subject to the above, gives approval to**
 - i. Commence statutory order making procedures for the introduction of waiting restrictions in The Grove, Ickenham on both sides of the road to operate between the hours of 8:30am to 10:30am and 3:30pm to 4:30pm.**
 - a. From a point 10 metres southwest of the southwestern kerbline of Swakeleys Drive and a point 10 metres northeast of the northeastern kerbline of The Chase and Grove Close.**
 - b. From a point 10 metres southwest of the southwestern kerbline of The Chase and Grove Close to the southwestern extremity of The Grove.**

- ii. **Commence statutory order making procedures for the introduction of 'At Any Time' waiting restrictions at the junction of The Grove, Grove Close and The Chase to extend 10 metres from respective kerb lines as shown on Appendix A.**

INFORMATION

Reasons for recommendation

The proposed waiting restrictions are requested by the residents of The Grove, which prohibit all day commuter parking. The proposed 'At Any Time' waiting restrictions will improve motorists and pedestrian visibility, improve safer access for emergency services and reduce congestion making it easier for vehicles to enter / exit The Grove.

Alternative options considered

These can be discussed with the petitioners.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition has been submitted to the Council with 24 signatures requesting the installation of waiting restrictions on The Grove. The petition states: -
“We the undersigned, residents of The Grove, Ickenham request for single yellow line restriction on both sides of the road, between nos. 21-46. For restrictions to be in line with neighbouring roads, we would accept restrictions to be Monday – Friday, 8.30am – 10.30am and 3.30pm – 4.30pm”.
2. In a covering letter the petition organiser also states that: -
“The area affected in The Grove is from the junction of Halford Road to the end nearest the A40. This comprises 24 houses from No 21 to No 46”.
3. The petitioners are concerned that all day parking in The Grove will prevent emergency vehicles gaining access and that the use of waiting restrictions is needed because commuters are parking in The Grove early in the morning till late at night due to parking fees at Hillingdon Station being too expensive. The situation according to the petitioners seems to be getting worse, with vehicles parking on the grass verges for weeks at a time.
4. The Grove is in the Ickenham ward. There are 46 properties on this street, which is residential with significant off street parking facilities. The Grove has a junction with Swakeleys Drive at its northeastern end, a junction with The Chase at its southwestern end and a junction approximately midway with Halford Road as shown in Appendix A. The petition has come from residents in the section southwest of Halford Road.
5. The Cabinet Member will remember hearing petitions in the past from residents of adjacent roads also complaining of problems with commuter parking because of the proximity to Hillingdon Underground Station. Following discussion with these petitioners, waiting restrictions have been introduced operational between Monday to Friday between 8:30am – 10:30am and 3:30pm – 4:30pm. As these restrictions were introduced to combat commuter parking, it transferred to other roads, which in turn led to petitions from these residents. These restrictions have subsequently now become common in this area of Ickenham and consequently formed the basis of the petition to this report.

6. In addition to the proposals for single yellow line waiting restrictions on The Grove, it is proposed to install double yellow lines on the junction of The Grove with The Chase and Grove Close for 10 metres from each kerbline. Section 243 of the latest version of The Highway Code 2007 (section 217 in older editions of the code) recommends that vehicles should not be parked 'opposite or within 10 metres (32 feet) of a junction'. The Council attempts to balance the desire of residents to park on streets with the need not only for drivers to safely make turning movements at junctions but also for pedestrians to be able to cross there with safety. Ten metres is considered the minimum length of double yellow lines that could be installed to achieve the safety benefits.
7. In view of the residents support for the single yellow line it is recommended that the Cabinet Member gives approval to undertake the normal statutory consultations together with those for double yellow lines. If objections are received, they will be reported to the Cabinet Member before a final decision is made.

Financial Implications

The estimated cost to install the recommended waiting restrictions is £1350, which can be funded by a budget allocation from the Parking Revenue Account surplus for the introduction of waiting restrictions.

INFORMATION

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will address the petitioners concerns and prohibit parking to increase road safety and reduce accident risks.

Consultation Carried Out or Required

If the Cabinet Member approves the proposal to install waiting restrictions, statutory consultation will be undertaken in accordance with normal regulations.

CORPORATE IMPLICATIONS

Legal

The relevant consultation and order making statutory procedures will be followed by officers if the recommendation is agreed by the Cabinet Member. These are set out in Part 1 of the Road Traffic Regulation Act 1984 (the Act) and its related secondary legislation.

Corporate Property

Relevant Service Groups

BACKGROUND PAPERS

Petition received, dated 18 March 2009

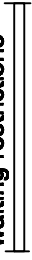
PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners 16 September 2009

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Notes:

Proposed 'At Any Time' waiting restrictions



Proposed waiting restrictions, Mon - Fri, 8:30am - 10:30am and 3:30pm - 4:30pm



Existing 'At Any Time' waiting restrictions



Existing waiting restrictions, Mon - Fri, 8:30am - 10:30am and 3:30pm - 4:30pm



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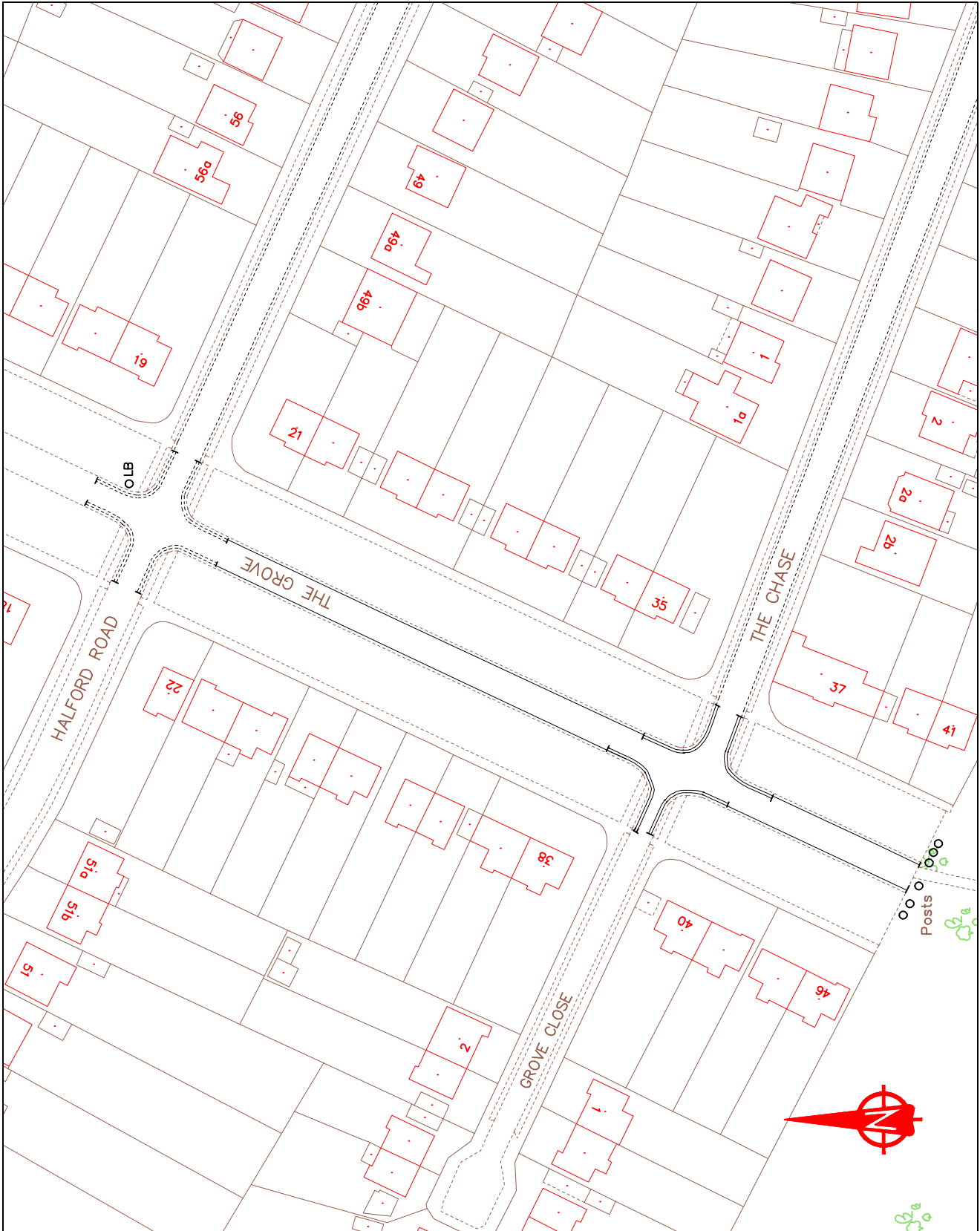


HILLINGDON
LONDON

Project:
The Grove, Ickenham - Proposed waiting restrictions

Description

Scale	Drawn	Checked	Initials/Date
1:1250	MR	08/09	
Project No.	Drawing No.		Rev.



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