

## Report of the Head of Planning & Enforcement Services

**Address** HERMITAGE PRIMARY SCHOOL BELMONT ROAD UXBRIDGE

**Development:** Demolition of school and former caretaker's house to allow for the comprehensive redevelopment of the site to provide a new school, Multi Use Games Area (MUGA), car parking, landscaping and associated development.

**LBH Ref Nos:** 3345/APP/2012/2036

**Drawing Nos:**

- 8225/A/105 Rev.B (Existing Site Sections)
- 8225/A/110 Rev.J (Proposed Site Plan)
- 8225/A/111 Rev.G (Proposed Floor Plans)
- 8225/A/100 (Site Location Plan)
- 8225/A/116 Rev.B (Proposed Roof Plan)
- 8225/A/119 Rev.D (3D Model & Materials)
- 8225/A/120 Rev.B (Proposed Sections)
- 8225/A/122 (Proposed Sections)
- 294.12.2C (Landscape Proposals)
- 294.11.3A (Landscape Proposals)
- 0711-RWC-4966 (Topographical/Full Utility)
- 501 Rev.E (Drainage Layout)
- Planning Statement prepared by Montagu Evans dated August 2012
- Design & Access Statement prepared by Mace dated August 2012
- Arboricultural Impact Assessment prepared by Open Spaces Landscape & Arboricultural Consultants Ltd dated October 2012
- Tree Hazard Report prepared by Barkland Tree Specialists dated 01/08/11
- Soft Landscape Specification and Maintenance prepared by Elizabeth Greenwood dated June 2012
- 8225/A/130 Rev.B (Proposed Elevations)
- 8225/A/131 Rev.B (Proposed Elevations)
- 8225/A/139 (Proposed Elevations - Bin Store/Pump House/Sub Station)
- 8225/A/155 Rev.A (Phasing)
- 8225/E/800 Rev.A (Electrical Services)
- 8225/A/180 Rev.A (Proposed MUGA)
- OS 484-12.1 Rev.B (Tree Retention & Removal Plan)
- OS 484-12.2 Rev.A (Tree Protection Plan)
- Falcozan Shelter product specification
- 8225/A/101 Rev.D (Existing Site Plan)
- Transport Assessment prepared by Robert West dated August 2012
- Energy Statement prepared by Mace dated July 2012
- Sustainability Checklist - Revision A
- Baseline Air Quality Assessment prepared by Air Quality Consultants dated August 2011
- BREEAM 2011 New Construction Assessment Report
- BREEAM 2011 New Construction Pre-Assessment Estimator
- Statement of Community Involvement prepared by Montagu Evans dated August 2012
- Off Site Playing Provision Requirements

**Date Plans Received:** 20/08/2012

**Date(s) of Amendment(s):** 06/09/2012

**Date Application Valid:** 06/09/2012

## **1. SUMMARY**

This application seeks full planning permission for the redevelopment of the existing school site to provide a new two form of entry primary entry with a nursery and associated facilities, including playgrounds, playing fields, a Multi-Use Games Area, car parking, new access, landscaping and associated works.

The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area. The Hillingdon Primary Capital Schools Programme is part of the Council's legal requirement to meet the educational needs of the borough. In recent years the borough has seen a rise in birth rates up to 2008 and the trend has continued through 2009 and 2010. This growth in the birth rate, combined with net in-migration and new large scale housing developments in the borough has meant that there is now a significant need for additional primary school classrooms across the borough.

Accordingly, the Council wishes to redevelop and expand Hermitage Primary School from one form of entry to two forms of entry to provide additional places for the children of the borough. The new school will provide capacity for a total of up to approximately 420 pupils, up to 60 nursery aged children (split into two sessions of 30) and approximately 72 staff.

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and UDP policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Notwithstanding this, the proposal is contrary to policies which seek to prevent the loss of playing fields. Whilst Sport England have indicated in pre-application discussions that the MUGA could offset the loss of the playing field, this is subject to agreeing the specification of the MUGA. Following an objection from Sport England the applicant has provided amended plans relating to the MUGA. It is anticipated that these will overcome Sport England's objection. However, a response from Sport England is still awaited at this stage and this is reflected in the recommendation. Subject to resolving this issue, the principle of the development is considered to be acceptable.

It is considered that the proposed development would enhance the visual amenities of the school site and surrounding area. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring residential units and it is not considered that the development would lead to such a significant increase in traffic that

refusal could be justified on highway grounds. The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning, Sport and Green Spaces to approve the scheme subject to receipt of no objection from Sport England.

## **2. RECOMMENDATION**

**That subject to receipt of no objections being received from Sport England, delegated powers are given to the Head of Planning, Sport and Green Spaces to grant planning permission subject to the conditions below and any additional conditions recommended by Sports England:**

### **1 SP01 Council Application Standard Paragraph**

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

### **2 COM3 Time Limit**

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

#### **REASON**

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

### **3 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 8225/A/100, 8225/A/101 Rev.D, 8225/A/105 Rev.B, 8225/A/110 REv.J, 8225/A/111 Rev.G, 8225/A/116 Rev.B, 8225/A/119 Rev.D, 8225/A/120 Rev.B, 8225/A/122, 8225/A/130 Rev.B, 8225/A/131 Rev.B, 8225/A/139, 8225/A/155 Rev.A, 8225/E/800 Rev.A, 8225/A/180 Rev.A, OS 484-12.1 Rev.B, OS 484-12.2 Rev.A, 294.12.2C, 294.11.3A, 0711-RWC-4966 & 501 Rev.E, and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

### **4 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Planning Statement prepared by Montagu Evans dated August 2012;

Design & Access Statement prepared by Mace dated August 2012;

Arboricultural Impact Assessment prepared by Open Spaces Landscape & Arboricultural Consultants Ltd dated July 2012;

Tree Hazard Report prepared by Barkland Tree Specialists dated 01/08/11;

Soft Landscape Specification and Maintenance prepared by Elizabeth Greenwood dated June 2012;

Transport Assessment prepared by Robert West dated August 2012;

Energy Statement prepared by Mace dated July 2012;

Sustainability Checklist - Revision A;

Baseline Air Quality Assessment prepared by Air Quality Consultants dated August 2011;

BREEAM 2011 New Construction Assessment Report;

BREEAM 2011 New Construction Pre-Assessment Estimator;

Statement of Community Involvement prepared by Montagu Evans dated August 2012;  
Off Site Playing Provision Requirements;

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

**REASON**

To ensure that the development complies with the objectives of Policies BE13, BE19, BE20, BE21, BE2, BE24, BE38, OE1, OE5, OE11, H2, H3, R10, R16, AM2, AM7, AM9, AM13, AM14 and AM15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 COM7 Materials (Submission)**

Within 3 months of the date of consent full details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.

Details should include information relating to make, project/type, colour and photographs/images.

**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).

**6 RES8 Tree Protection**

No site clearance or construction work shall take place until the fencing, to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained, has been erected in accordance with the approved plans. Thereafter, 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:

- a. There shall be no changes in ground levels;
- b. No materials or plant shall be stored;
- c. No buildings or temporary buildings shall be erected or stationed;
- d. No materials or waste shall be burnt; and
- e. 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 can and will be retained on site and 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).

**7 RES9 Landscaping (including refuse/cycle storage)**

Within three months of the date of this consent a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and 5.17 (refuse storage) of the London Plan.

**8 RES10 Tree 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 or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority 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 3998:2010 'Tree work - Recommendations' 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.

**9 SUS6 Green Travel Plan**

Prior to first occupation of the development hereby approved, the details of the proposed mitigation measures identified within the Transport Assessment (by Robert West, dated August 2012) are required to be included as part of the existing school Travel Plan which shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter a Travel Plan review shall be undertaken and submitted in writing to the Local Planning Authority for approval at 50%, 75% and 100% increase in occupation of additional pupils and staff. The mitigation measures identified in the Transport Assessment and the Travel Plan review shall be implemented for the duration of the development.

**REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (July 2011) Policies 6.1 and 6.3.

**10 COM31 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

**11 COM29 No floodlighting**

No floodlighting or other form of external lighting shall be installed around the Multi-Use Games Area or playing field.

**REASON**

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Unitary Development Plan.

**12 NONSC Community use scheme for MUGA**

Prior to occupation of the use/development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of hours of use, access to the grass pitches and artificial pitch by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

**REASON**

To safeguard the amenity of surrounding properties in accordance with policies BE13, BE19 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September

2007).

**13 NONSC Accessibility 1**

Prior to construction of the building hereby approved full details of disabled WC facilities in the north end of the building, close to the 'Early Years Resources,' and of the 'SEN/MI' room, as shown on drawing no. 8225/A/111 Rev.G, shall be submitted to and approved in writing by the Local Planning Authority. Please refer to informative 11 for further information.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and AM16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

**14 NONSC Accessibility 2**

Prior to construction of the building hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority. Please refer to informative 12 for further information.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and AM16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

**15 NONSC Contamination**

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

**REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**16 NONSC Non Standard Condition**

Prior to the commencement of development a traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall provide details in relation to access (vehicular and pedestrian) and the parking provision for school and contracting staff and the delivery of materials during construction.

**REASON**

To ensure that the construction does not have an unacceptable impact on residential amenity and in the interests of highway and pedestrian safety in accordance with policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The

Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

## **2            153            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 (July 2011) and national guidance.

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.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

## **3            11            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            13                    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            111                    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).

**6            112                    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.

**7            115                    Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

## **8 119 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).

## **9 134 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](http://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](http://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](http://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](http://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.

## **10 158 Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk)

## **11**

With regard to condition 14 the Council's Principal Access Officer has advised as follows:

1. The design incorporates four toilet cubicles designated for use by disabled people. The facilities proposed within the north end of the building (in the vicinity of the 'early years resources' and within the changing rooms) do not meet the required internal dimensions of an accessible toilet. To this end a minimum cubicle size of 2200mm x 1500mm wide should be provided.

2. Given that the school building would be new, its design should be exemplary in terms of meeting the needs of disabled people and to support their integration into mainstream education. Accordingly, the room identified as 'Sen/MI' should be designed and specified to accord with 'Changing Places' criteria. The sick bay should be located in a separate area, outside of the changing facility intended for use by disabled children with everyday complex personal care support requirements.

## **12**

With regard to condition 15 the Council's Principal Access Officer has advised as follows:

Whilst it is noted that refuge areas have been included in the design, the multipurpose/parents rooms should be designated a refuge, as should a Year 4 classroom at the opposite end. Such provisions are considered necessary as the school will be fully accessible and likely to attract a higher proportion of disabled children. The emergency evacuation plan should ensure adequate physical building features are incorporated and suitable to support the protocols needed to safeguard those unable to evacuate using a staircase.

## **13**

You are advised that the development must comply with Building Bulletin 93: Acoustic Design in Schools.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

Hermitage Primary School occupies an approximately 1 hectare irregularly shaped plot

located on the south east side of Belmont Road in Uxbridge. The existing main school building is located towards the front (north west) of the site and the former caretaker's house (now understood to be in community use) is located adjacent to the north east of this building.

The playground is located behind the main school building and the playing field occupies the south east part of the site. An existing temporary classroom block is located on the edge of the playground/playing field. Two recently construction temporary classrooms blocks are also located adjacent to the site's north east boundary.

Pedestrian and vehicular access to the site is via Belmont Road. Two, relatively small car parks are also located at the front of the site. One accommodates eight cars and is located in front of the main school building and former caretaker's property, and the other is unmarked and appears to accommodate up to approximately seven cars.

The site is bounded to the south west by Sainsbury's Supermarket and it should be noted that there is a significant level change between that site and the school site which is on higher land. It should also be noted that planning permission (ref: 39439/APP/2011/738) was granted in March 2012 for a large extension to the supermarket, adjacent to the school site. The London Underground railway line bounds the southern most corner of the site and residential properties bound the eastern and north eastern boundaries. Residential properties are also located beyond Belmont Road to the north west. Mature trees are located around the site boundaries and in the western most corner of the site fronting Belmont Road.

The site falls within the developed area as shown on the Hillingdon Unitary Development Plan Proposals Map. Land immediately to the south west falls within Uxbridge Town Centre and the opposite side of Belmont Road falls within North Uxbridge Area of Special Local Character.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the demolition of all existing buildings on site and the redevelopment of the school to provide a new two form of entry primary school with nursery, playground space, a Multi-Use Games Area (MUGA), playing fields, parking and associated facilities.

The proposed new building would be irregular in shape, essentially comprising two wings. A two-storey rectangular shaped wing would be provided alongside the site's south west boundary. This would form the first phase of development and would comprise six classrooms, a kitchen, a hall, storage facilities, three break out rooms, a caretaker's room and WC facilities at ground floor level. At first floor level it would comprise six classrooms, a staffroom, a multi-purpose room, three break out rooms, storage and WC facilities.

Once complete children would be decanted from the existing school into this new block, enabling the demolition of the existing school buildings and the construction of the second phase of development. This would comprise an irregularly shaped single-storey wing, fronting Belmont Road and linking to the first phase of the development. This wing would comprise a small hall/music room, offices, storage, a food technology room, a Special Educational Needs room, the nursery, two reception classrooms and WC facilities. Once complete the new building would provide a total of 2,375m<sup>2</sup> of floor space.

To the rear of the building hard and soft play space would be provided including a Multi-Use Games Area (MUGA). It should be noted that it is not intended to floodlight the

MUGA. As is the existing situation, playing fields would continue to be provided at the rear (south east) end of the site.

The existing vehicular access to the site from Belmont Road would be realigned and 24 car parking spaces would be provided in the northern most corner of the site. Vehicular access off Belmont Road would also be retained in the south west corner of the site for refuse and delivery vehicles. A small sub-station, pump house, refuse storage and cycle parking facilities would also be provided in this part of the site.

The scheme makes provision for the retention of the majority of trees on site and for replacement planting where appropriate. It also proposes additional tree planting and landscaping in and around the school site.

### 3.3 Relevant Planning History

3345/APP/2007/327 Hermitage Primary School Belmont Road Uxbridge  
ERECTION OF A SINGLE STOREY EXTENSION TO PROVIDE STAFF PREPARATION  
AREA AND CARETAKERS ROOM.

**Decision:** 14-09-2007 Refused

3345/APP/2011/2580 Hermitage Primary School Belmont Road Uxbridge  
New temporary double classroom to accommodate nursery, including associated store and  
amenity space and reconfiguration of existing car park.

**Decision:** 14-12-2011 Approved

3345/APP/2012/1312 Hermitage Primary School Belmont Road Uxbridge  
Installation of a temporary double mobile classroom for a temporary period of 3 years.

**Decision:** 10-08-2012 Approved

3345/APP/2012/2384 Hermitage Primary School Belmont Road Uxbridge  
Application for non-material amendment (minor reduction in size of building) to planning  
permission ref: 3345/APP/2012/1312 dated 10/08/2012; Installation of a temporary double  
mobile classroom for a temporary period of 3 years.

**Decision:** 23-10-2012 Approved

3345/APP/2012/2620 Hermitage Primary School Belmont Road Uxbridge  
Details pursuant to condition 6 (Landscaping) of planning permission ref: 3345/APP/2012/1312  
dated 10/08/12; Installation of a temporary double mobile classroom for a temporary period of 3  
years.

**Decision:** 02-11-2012 Approved

3345/F/81/0456 Hermitage Primary School Belmont Road Uxbridge  
Educational dev. - 90sq.m. (Full)(P)

**Decision:** 08-05-1981 ADH

3345/G/85/0274 Hermitage Primary School Belmont Road Uxbridge  
Retention of permission 03345/810456(P)

**Decision:** 04-04-1985 ALT

3345/J/90/1126 Hermitage Primary School Belmont Road Uxbridge  
Retention of a mobile classroom

**Decision:** 10-07-1990 ALT

3345/K/93/0297 Hermitage Primary School Belmont Road Uxbridge  
Erection of a mobile classroom (involving demolition of existing mobile classroom)

**Decision:** 04-06-1993 ALT

3345/M/98/1728 Hermitage Primary School Belmont Road Uxbridge  
Renewal of planning permission ref.3345K/93/297 dated 04/06/93; Retention of existing mobile classrooms

**Decision:** 23-10-1998 ALT

#### **Comment on Relevant Planning History**

The site has an extensive planning history as summarised above. Notably, planning permission (ref: 3345/APP/2011/2580) was granted on 15/12/11 for the installation of a temporary classroom building on site to accommodate the nursery. Planning permission was also granted for the installation of another temporary classroom building on site on 10/08/12 (ref: 3345/APP/2012/1312). Once the permanent building works are complete these would both be removed from the site.

#### **4. Planning Policies and Standards**

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan 2011  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
National Planning Policy Framework (NPPF)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon  
Hillingdon Supplementary Planning Document: Residential Layouts

#### **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. Replaced by PT1.BE1 (2012)
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.

Part 2 Policies:

- 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.
- BE22 Residential extensions/buildings of two or more storeys.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- H2 Restrictions on changes of use of residential properties
- H3 Loss and replacement of residential accommodation
- R10 Proposals for new meeting halls and buildings for education, social, community and health services
- R16 Accessibility for elderly people, people with disabilities, women and children
- 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
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
 (i) Dial-a-ride and mobility bus services  
 (ii) Shopmobility schemes  
 (iii) Convenient parking spaces  
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

**5. Advertisement and Site Notice**

**5.1 Advertisement Expiry Date:- 30th October 2012**

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

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 72 local owner/occupiers and the North Uxbridge Residents' Association. Site and press notices were also posted.

Three letters of objection have been received which raise the following concerns:

- i) The pitch should not be rented out to sports clubs and no flood lighting should be provided.
- ii) There are adequate sports pitches provided at the sports centre so renting out the school grounds is not a necessity, and will not inconvenience the surrounding properties.
- iii) Section 2.3 of the Design & Access Statement shows a photo 'Rear View From Existing Playing Fields'. The tyres shown have been removed and dumped haphazardly in the corner of the playing field to the rear of adjoining properties. They are a health & safety risk to the children who have been seen playing on them. If they are required, why haven't they been stored somewhere? If they are not required, why haven't they been removed from the site? Is such 'fly tipping' to be expected during the next stages of demolition in contravention of the Waste Management proposals?
- iv) If the MUGA and football pitch are hired out to other organisations what control will there be over the times that the pitches may be used, and what parking arrangements will apply for the vehicles of players and spectators?
- v) Will the height of fences along the boundary with houses in The Hermitage be increased to prevent balls going over and damaging greenhouses and other garden features?

### **SPORT ENGLAND**

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2ha or more, or that it is on land that is allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.

Sport England has therefore considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The Policy states that:

"Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field or allocated for use as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the Specific circumstances applies.

Reason; Development which would lead to the loss of all or part of a playing field, or which would prejudice its use, should not normally be permitted because it would permanently reduce the opportunities for participation in sporting activities. Government planning policy and the policies of Sport England have recognised the importance of such activities to the social and economic well-being of the country."



In light of the above, Sport England objects to the proposal because it is not considered to accord with any of the exceptions in Sport England's playing fields policy.

The application comprises the Demolition of school and former caretaker's house to allow for the comprehensive redevelopment of the site to provide a new school, Multi Use Games Area (MUGA), car parking, landscaping and associated development. The application results in a significant loss of grass playing field. Sport England need to assess whether the sporting benefits of the scheme, outweigh the loss of grass playing field such that the development accords with exception E5 of its adopted playing field policy, which states:

E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

At pre application stage, Sport England advised the applicant that the specification of the proposed MUGA would be key is assessing whether the proposals were considered acceptable. The MUGA needs to be more than simply a playground space and should have some clear benefit, as a facility, to the development of sport. As this issue is considered key to Sport England's assessment of the application as a statutory consultee, it is considered that it should be addressed up front as part of the submission, rather than being dealt with by planning condition. I would therefore invite the applicant to submit a detailed specification for the proposed MUGA. This should include details of fencing, kickboards, and recessed goals and any other fixtures, as well as surface type, colour and court markings.

#### **Internal Consultees**

##### **URBAN DESIGN OFFICER**

The school does not lie within a designated area, although its frontage lies adjacent to the boundary of the North Uxbridge Area of Special Local Character. The current buildings are not of any architectural merit and are generally in poor condition. As such there would be no objection to their demolition.

The contemporary design of the proposed building is quite unusual, but it would be generally low key in terms of its street presence. The proposals include the retention of nearly all of the trees to the Belmont Road frontage and the creation of a landscaped space at the new school entrance, both of which would be welcomed in terms of their contribution to the streetscape of the area. The immediate context of the site is also quite varied in terms of townscape and it is considered that the proposed new structure and its landscaped frontage would contribute positively to their surroundings.

The adjacent Sainsbury store has a recent permission to extend. This would, if constructed, screen part of the proposed two storey classroom wing on the south west site boundary. However, it is still likely that the upper part of the building would be visible above the roof line of the store, even with the screening provided by the retained trees along the boundary (inside the Sainsbury site). The new structure would be most visible in longer views, particularly across the store car park when seen from York Road. There are also no guarantees that the addition to the existing store will be built.

To soften the appearance of the proposed south west elevation, it is suggested that this is partially clad, preferably in timber. A condition regarding this matter could be attached to an approval.

Details and ideally samples of the elevational materials of the new building, including window frames, should also be covered by condition if minded to approve.

Details of the works to the front boundary should also be covered by condition.

Conclusion: No objection subject to the above comments.

#### HIGHWAY ENGINEER

The development proposals are for the demolition and redevelopment of the existing Hermitage Primary School to provide additional classroom facilities at the site allowing for an increase of 240 pupils (including 30 nursery school pupils over two sessions) and 36 additional staff. It is expected that the proposed works at the site will be completed by 2018 and the increase in pupils will take place on a year on year basis.

As part of the development proposals, the existing car park within the school will be expanded to provide 11 No. additional parking bays, giving a total of 24 No. parking spaces that will be allocated for the use of staff. Additionally, 12 No. cycle parking spaces will be provided within the site and a dedicated servicing area will be provided along the north western boundary of the site, adjacent to Belmont Road.

When considering the development proposals, it is noted that the area immediately adjacent to the site is predominantly residential and as a result, the surrounding local highway network is designated as a Controlled Parking Zone (CPZ - zone U1). Additionally, it is noted that Belmont Road is a classified highway and designated as a secondary distributor route.

In order to formally assess the development proposals in terms of the expected impact along the highway network, a Transport Assessment (TA) has been submitted in support of the development and the findings are discussed below.

#### On-Street Car Parking:

An assessment has been undertaken of the existing and future on street parking capacity and the increased demand for dropping off/picking up of pupils along the adjacent highway network. The assessment has been based on the current modal share in relation to pupils at the school in order to identify the existing and proposed parking demand, and by undertaking a parking beat survey.

The parking beat survey was undertaken along Belmont Road, The Hermitage, Belmont Close, Fairfield Road and Mead Road adjacent to the development site. From the results of the survey it has been identified that during the existing morning and afternoon peak periods there is available on street parking capacity within the surrounding area of the school.

When taking account of the increase in demand for kerbside parking associated with the expansion of the school, it has been demonstrated within the TA that the adjacent highway network will have available on street parking capacity during both the morning and afternoon peak periods and the increased parking demand for dropping off and picking up of pupils can be accommodated.

However, as the adjacent area is designated as a Controlled Parking Zone, parents that drop off/pick up pupils along the highway will be required to apply to the school for short stay parking permits.

When considering the parking demand associated with additional staff at the site, it has been demonstrated within the TA that there will be an increase of 11 vehicles. However, it is noted that staff at the school will not be eligible to apply for permits and will be required to seek alternative parking or travel arrangements.

#### Traffic Generation:

An assessment has been undertaken within the TA in relation to the likely increase of vehicle trips that would be generated by the proposed expansion of the primary school. This has demonstrated that there will be an increase in trips of approximately 102 vehicles (two way) in the AM and 71

vehicles (two way) in the PM peak hours associated with the school, from both staff and parents dropping off/picking up pupils.

As a result, a capacity assessment of the roundabout junction of Chippendale Way and Park Road has been undertaken for the design year 2018 and future year 2028, with development traffic assigned to the highway network.

From the assessment, it has been identified that the increase in vehicle trips will not have a material impact in terms of capacity or queuing at the junction, which will continue to operate within capacity during the future year 2028 in both the AM and PM peak hours.

#### Speed Surveys:

As part of the assessment of the development, a speed survey has been undertaken along Belmont Road adjacent to the school over a 5 day period, within the peak hours associated with the school.

The survey has identified that the highest 85th percentile speed (the speed at or below, which 85 percent of vehicles travel) is 31.5 mph, which is slightly above the speed limit of 30 mph.

#### Accident Analyses:

Analysis of accidents along the highway network adjacent to the school has been undertaken within the TA for a five year period, ending June 2012. The study area included all roads within a 200m radius of the school.

From the analyses, seven accidents have been identified along the entirety of Belmont Road, including six slight and one serious. Out of seven accidents, three involved pedestrians, one of which classified as serious and four involved vehicles, all classified as slight.

Accidents immediately adjacent to the school involved two pedestrians. One of which classified as slight and another classified as serious. Both accidents were outside of school travel times.

As a result of the accident analyses, it has been demonstrated that there are no established patterns identifying specific road safety issues within the surrounding area of the school or that relate to the school operation and all of the accidents related to road user behaviour.

#### Cycling:

It has been identified within the TA that currently there are no cycle parking spaces provided within the boundary of the site. However, under the development proposals, a total of 12 cycle parking spaces will be provided.

When comparing the proposed cycle parking provision with Transport for London's (TfL) cycle parking standard, it is noted that the TfL standard specifies 1 cycle parking space per 10 staff or pupils, which equates to the provision of either 7 (staff) or 45 (pupil) cycle parking spaces.

However, the TA has considered the provision of cycle parking based on the current mode share at the site, which has identified that only 3.5% of staff cycle to the school and pupils do not cycle at all. Based on the current mode share at the school, this would require the provision of 3 cycle parking spaces once the development has been implemented.

#### Mitigation:

The TA has identified a number of measures to mitigate against the increased parking demand from the dropping off/picking up of pupils and by staff. The mitigation measures will focus on achieving an increase in the existing mode share to encourage a shift away from car use alongside peak spreading, in order to assist in achieving null detriment above the existing operation at the

school.

The proposed mitigation measures will include the expansion of breakfast and after school clubs providing staggered start and end school times, implementation of car sharing initiatives and the promotion of walking and cycling (for staff) initiatives. Additionally, the existing school crossing patrol will be retained and marshalling by school staff will be implemented to monitor activity and to encourage good driver/parking behaviour.

Furthermore, it has been identified that the school has an existing Travel Plan to encourage a modal shift away from private car use to sustainable modes of transport. This will be brought up to date in line with the proposed mitigation measures and the increase in pupil and staff at the school.

#### Conclusion:

When considering the on street parking assessment in relation to the expansion of the school, it is noted that the local highway network will have available capacity during the morning and afternoon peak periods and will be able to accommodate the additional demand for short stay kerb side parking. Nevertheless, parents that drop off/pick up pupils who require short stay parking will need to apply for a parking permit via the school.

When considering the increased parking demand associated with the increase of staff at the site, it is considered that the mitigation measures that are proposed as part of the Travel Plan will assist in achieving null detriment above the existing staff parking demand, particularly as the school is located within the walking distances as recommended by Transport for London in relation to both bus and rail facilities.

In order to mitigate against the increased parking demand from parents that drop off/pick up children and as a result of additional staff at the school, a number of measures will be provided and implemented within the existing school Travel Plan. It is considered that the proposed mitigation measures will assist in achieving the required shift away from private car use in order to mitigate the demand for additional parking and achieve null detriment above the existing operation of the school.

The TA has identified that there will be an increase of vehicle trips associated with the expansion at the school and as a result, a capacity analysis of the roundabout junction of Chippendale Way and Park Road has been undertaken. This has indicated that the proposed expansion of the school will have no material impact in relation to capacity at the junction.

Notwithstanding the assessment, it is considered that the analysis is not accurate as numerical errors have been identified. Nevertheless, it is considered that the proposed expansion at the school will not have a significant impact at the junction. Furthermore, it is noted that this junction will be upgraded in relation to the redevelopment of the former RAF Uxbridge site, which will in part, provide increased capacity.

An assessment of vehicle speeds along Belmont Road, adjacent to the school during the school peak periods has been undertaken within the TA. This has demonstrated that speeds are slightly above the speed limit. However, it is considered that this is not significant in terms of highway safety, which is supported by the results of the submitted accident assessment.

When considering the accident assessment undertaken within the TA, it is noted that there were 7 accidents within the study period along Belmont Road, 6 classified as slight and 1 classified as serious. It is noted that 3 of the identified accidents included pedestrians with 2 occurring adjacent to the school.

However, it is noted that the accidents located adjacent to the school occurred outside of school

travel times and the TA has demonstrated that all of the accidents occurred as a result of road user behaviour. Therefore, it is considered that there are no established patterns identifying specific road safety issues within the surrounding area of the school or that relate to its operation.

From the assessment undertaken in relation to the provision of cycle parking, it is noted that this has been based on the current mode share at the school, which has identified that 3 cycle parking spaces will be required to serve the school on completion of the proposed expansion.

Additionally, it has been identified that the main reason pupils do not cycle to school is that Belmont Road is relatively busy within the morning and afternoon peak periods and as a result, pupils are discouraged from cycling due to concerns in relation to highway safety.

Nevertheless, as the development proposals include the provision of 12 additional cycle parking spaces, it is considered that this will be acceptable and will encourage and accommodate the increased demand for cycling from staff in order to absorb the change in mode share at the school.

In order to mitigate against the predicted parking demand and to encourage the use of sustainable modes of transport, the details of the proposed mitigation measures identified within the TA are required to be included as part of the existing school Travel Plan, which is required to be submitted and approved in writing by the LPA prior to first occupation, which should be provided and implemented under a suitable planning condition/S106 Agreement.

Additionally, a Travel Plan review is required to be undertaken at regular intervals to monitor and if required, update and/or amend the document in order that its aims and objectives are achieved. Therefore, a Travel Plan review should be undertaken and submitted to the LPA for approval at 50% and 100% increase in occupation of additional pupils and staff and this should be covered through a suitable planning condition.

Finally, a condition is required to be imposed on the planning consent requiring a traffic management plan to be provided before commencement of any works at the site, providing details in relation to access (vehicular and pedestrian) and the parking provision for school and contracting staff and the delivery of materials during construction.

#### ACCESS OFFICER

The proposed redevelopment would involve demolition of the existing school buildings and caretakers house.

This site has a gentle slope which falls from east to west by approximately 0.5 metres across the site. The level difference would be accommodated by a slope no greater than 1:60. It is assumed that level access would be achieved to all entrances; however, this would need to be clarified.

The new building would be designed to comply with Building Bulletin 99. A single storey block would accommodate the nursery and reception children in open plan learning environment with various areas for smaller groups.

Internal staircases will be designed to accord with the requisite building regulations and a four person passenger lift is proposed within the 2 storey element.

The design incorporates four toilet cubicles designated for use by disabled people. However the facilities proposed within the north end of the building (in the vicinity of 'early years resources' and within the changing rooms) appear not to meet the required internal dimensions of an accessible toilet. To this end a minimum cubicle size should be amended to 2200 mm x 1500 mm wide.

Given that the school building would be new, its design should be exemplary in terms of meeting the needs of disabled people and to support their integration into mainstream education. It is recommended therefore that the room identified as 'Sen/MI' is designed and specified to accord with 'Changing Places' criteria. The sick bay should be located in a separate area, outside of the changing facility intended for use by disabled children with everyday complex personal care support requirements.

Whilst it is noted that refuge areas have been included in the design, the multipurpose/parents rooms should be designated a refuge, as should a Year 4 classroom at the opposite end. Such provisions are considered necessary as the school will be fully accessible and likely to attract a higher proportion of disabled children. An emergency evacuation plan should be produced to ensure adequate physical building features are incorporated and suitable to support the protocols needed to safeguard those unable to evacuate using a staircase.

Conclusion: no objection is raised providing the above issues are incorporated or conditioned.

#### SUSTANABILITY OFFICER

No objections are raised to the proposals subject to them being carried out in accordance with the submitted plans notably:

- The energy statement (Mace, June 2012).
- Roof Plan showing PV panels (dwg 8225 A 116 B)
- Landscape Proposals showing bird and bug boxes (dwg 294.12.2C)

#### TREES/LANDSCAPING OFFICER

There are many trees on and close to the site. The trees form large-scale linear landscape features close to the front, side (western) and rear side boundaries of the site, and provide a setting for the school building. The tree belt on the road frontage is a prominent feature in the street-scene and provides something of a buffer between the school and the residential properties nearby. However, some of the roadside trees, at the eastern side of the site, are in poor condition or decline, and will probably have to be removed in any event. The tree belt on the western boundary includes an area of trees (urban woodland) on the Sainsbury's site, which together with the tree belt at the rear of the site provides a deciduous screen and buffer. In terms of Saved Policy BE38, the groups of trees are landscape features of merit that should be retained and utilised as part of the redevelopment of the school site. This natural asset is, therefore, a constraint. Any redevelopment proposals should also include landscaping proposals to reinforce the existing features and replace trees lost as part of the scheme.

The application includes a lot of tree-related and landscaping information and plans. This package includes a tree survey and report, and an arboricultural impact assessment incorporating a method statement for the demolition of the existing school buildings and the construction of the new school, which is based on the recommendations of BS 5837:2012. It also includes details of tree protection (also following the BS 5837 guidelines) and landscaping, which have been revised while the application was under consideration.

The proposed development retains the bulk of the trees on the road frontage of the site. Several trees located at the front of the site will be removed, but these are in poor condition and/or are small and are not significant features in the local landscape. Ten other middle-aged trees, located close to the western boundary of the site, will be removed to facilitate the development of the new school building, but the woodland on the adjoining Sainsbury's site will remain as a buffer and screen.

The plans for the demolition of the existing buildings and the design of the scheme, including foundations, site access and construction traffic, landscaping works, etc., make adequate provision for the protection and long-term retention of the majority of the trees. The landscaping proposals include additional tree planting, and will reinforce the existing linear features and buffers, and provide a high quality setting for the new school buildings. In that context, there is no objection to the loss of several trees to facilitate the redevelopment of the site.

Notwithstanding the above the following additional information is required:

1. The tree protection plan (TPP) should show fencing on all sides of the trees at the front of the site, in particular alongside the construction access / new main entrance (trees 1 and 2) and near to trees 13 and 14, and should allow for the various phased works across the site and for new drain runs through the protected areas at the front of the site. i.e the plan should where necessary show the temporary relocation of the fencing.
2. The retention of the tree (no. 69) at the side of the new car park is not feasible because of the levels / retaining wall, lighting / cables and hard-standing in its root protection area. The plans should be amended to show this tree removed and a new tree in its place.
3. There does not appear to be sufficient working space between the protective fencing (for trees 42 and 43) and front of the new single-storey (curved) building.
4. Existing and proposed services (other than drains) need to be shown (ie, water, electricity, gas, BT).

Officer comment:

Amended plans have been provided which address points 1 and 3. They also show the removal of tree 69 but do not show its replacement. Plans showing services have been provided. However, it is unclear whether these are existing or proposed and, as such, clarification is required. Replacement tree planting and details of services will be required by way of condition should approval be granted.

## ENVIRONMENTAL PROTECTION UNIT

Air Quality:

The proposed development is within an Air Quality Management Area (AQMA). However, it is in an area which is currently unlikely to be exceeding the European Union limit value for annual mean nitrogen dioxide (NO<sub>2</sub>) based on 2011 air quality modelling carried out by CERC for the London Borough of Hillingdon. The following was noted about the site from the baseline air quality assessment and the submitted information:

- Impacts from the Sainsbury's car park adjacent to the site were discounted as the number of cars using that section of the car park was small (the car park is also at a lower level than the school);
- The railway line was not considered as a source as it is an electrified line;
- The annual average daily traffic flows for Belmont Road for 2010 was less than 10,000 (7,527);
- The building on site is not up against the boundary of the site on Belmont Road and will be naturally ventilated; and
- The play areas are located away from the site boundary on Belmont Road.

The baseline air quality assessment appears to be conservative and indicates there is a slight N<sub>2</sub> exceedance at the boundary of the site (3.5m from Belmont Road). However, the site does not appear to be unsuitable for a school from an air quality point of view. Based on the proposed site plan, it appears a part of the new building overlaps with the existing building on site and is approximately 9m away from the site boundary. Therefore, no specific pollution protection measures appear to be necessary.

Energy - It is noted the Energy Statement recommends the use of photovoltaics as the base loads and space required for CHP/biomass is not available at the site. The sustainability measures include use of low NOx boilers which are also referred to in the BREEAM 1 and 2 documents, and the latter indicates NOx emissions of 35mg/kWh.

- Transport - The Transport Assessment needs to address the possible measures that can be taken to adequately mitigate the likely increase in air pollutants as a result of the proposed development generating additional vehicle movements. It recommends the use of school Travel Plans. This is encouraged as a means of mitigating against the additional NOx. The adoption of a 'no idling' policy on school premises, including in front of the school along Belmont Road is encouraged.

**Contamination:**

The former land use at the site was allotments based on Ordnance Survey historical map data. Prior to this it was shown as open fields. There is a small possibility of contamination at the site based on the allotment use. Therefore, it is recommended that a condition is attached to require the testing of site derived and imported soils, prior to occupation of the building.

**Noise:**

No noise survey is required. The proposed building would need to comply with the requirements of Building Bulletin 93: Acoustic Design for Schools. An informative to this effect should be attached should approval be granted.

**Construction Phase:**

During the demolition of existing buildings the site area should be protected within debris screens as a measure against dust particles escaping to neighbouring areas. Water sprays and dousing jets should also be used to keep airborne transmission of particles to a minimum.

Demolition materials shall be removed from the site as soon as is practicable and prolonged storage of debris shall be avoided. Appropriate measures should also be taken to reduce wind exposure to the debris. All vehicles removing demolition materials shall be adequately covered to prevent dust escape.

**Vehicular Activity:**

Measures should be taken to prevent site deliveries and vehicular movements outside the specified working times. Vehicles waiting to enter or leave the site must switch off their engines.

**Working hours:**

All construction work should be carried out between the hours of 08.00 - 18.00 Monday to Friday and 08.00 - 13.00 on Saturdays. No work should take place on Sundays and Public Holidays.

**OFFICER COMMENT:**

Comments relating to contamination are noted and can be addressed by way of condition should approval be granted.

With regard to comments regarding construction and working hours, these are dealt with by Environmental Health legislation. Accordingly, it is recommended that standard informatives are added regarding these issues.

**7. MAIN PLANNING ISSUES**

**7.01 The principle of the development**

Policy R10 of the Council's Unitary Development Plan Saved Policies (September 2007) seeks to encourage the provision of enhanced educational facilities across the borough, stating:



"The Local Planning Authority will regard 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 other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

Notwithstanding the above mentioned policies, which seek to encourage educational development, it should be noted that the proposed development would result in loss of part of the playing field, albeit this would be in order to provide a multi-use games area (MUGA)/new hard play area. Paragraph 74 of the National Planning Policy Framework states that:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shows the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

In this instance, Sport England have objected to the proposals on the basis that insufficient information regarding the specification of the proposed MUGA has been provided to demonstrate that this would sufficiently offset the loss of the playing field. The applicant has since provided a more detailed plan which confirms that an approximately 3.5m by 2.6m MUGA, capable of accommodating a range of games including football, netball or basketball, and finished in a light pink polymeric surface, will be provided. It would be bounded by fencing with a maximum height of 3.5m. Sport England have been reconsulted on the amended plan. However, to date no response has been received. Nevertheless, it is anticipated that the details provided will be sufficient to overcome Sport England's objection and this is reflected in the recommendation which seeks delegated powers for the Head of Planning, Sport and Green Spaces to approve the scheme once these issues are resolved.

It should be noted that the site accommodates a single-storey bungalow which, it is understood, is currently used as ancillary teaching space. However, it formerly housed the school's caretaker. No application has ever been received for the change of use of the property and it is unclear when that change of use took place, although the school have advised that it was a few years ago. Accordingly, the authorised planning use is considered to be as a residential dwelling.

UDP policies H2 and H3 seek to resist the loss of existing residential units. Policy H2 states that the Council will not normally grant planning permission for the change of use of residential units to other uses. Policy H3 states that:

"The loss of residential accommodation (which could be occupied with or without adaptation) will only be permitted if it is replaced within the boundary of the site. An increase in residential accommodation will be sought, subject to other policies in the plan."

Whilst there are no proposals to replace the accommodation on site it should be noted that this year the school's nursery, which was previously located at Lancaster Road, only approximately 300m away, was relocated onto the school site. Whilst currently located in a temporary classroom unit, once complete it will be accommodated within the new school. The relocation of the nursery vacated a site known as the 'Hermitage School Nursery and Lancaster Centre Site.' A planning application (ref: 68164/APP/2011/2711) for alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats and the demolition of the existing Hermitage Nursery building to provide a two storey block comprising 12 flats with associated car parking and landscaping was approved at the Council's Central and South Planning Committee on 14/08/12, subject to the signing of a S106 agreement.

It is considered that, given the existing caretaker's house has not been used for residential use for a number of years and that due to the location of the property on a school site it is unlikely to be suitable for residential use not related to the school, that the provision of 19 residential units at Lancaster Road, in such close proximity to the school, is more than sufficient to offset the loss of the caretaker's bungalow in this instance.

The site does not fall within the Green Belt and has no other specific designations. The proposals are considered to comply with relevant local, regional and national planning policy relating to educational uses. The educational need and provision of 19 new residential units in close proximity to the site are considered sufficient to offset the loss of residential accommodation at the site. Whilst Sport England have raised concerns, it is considered that these could be overcome through the provision of a high specification MUGA. Accordingly, no objections are raised to the principle of the development subject to resolution of the issues raised by Sport England and the proposal meeting site specific criteria.

#### **7.02 Density of the proposed development**

Not applicable to this type of development.

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

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity.

Notwithstanding the above, it should be noted that the opposite side of Belmont Road falls within the North Uxbridge Area of Special Local Character. The existing school buildings are in poor condition and of no architectural merit. It is considered that the proposed scheme, which will be of a modern contemporary design, retains the majority of trees at the front of the site and enhances landscaping around the school entrance will enhance the street scene in this location and the visual amenities of the North Uxbridge Area of Special Local Character which lies opposite. Notably, the Council's Conservation and Urban Design Officer has raised no objections.

#### **7.04 Airport safeguarding**

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on a development of this nature in this location.

#### **7.05 Impact on the green belt**

Not applicable. There is no Green Belt land within the vicinity of the site.

#### **7.07 Impact on the character & appearance of the area**

The site falls on the edge of a predominantly residential area, largely characterised by two-storey detached properties to the north west and north east, and on the edge of Uxbridge Town Centre to the south, which is characterised by larger scale developments, including the large adjacent Sainsbury's Supermarket and car park. Belmont Road slowly inclines away from the town centre and there is a significant level change between the school site and the adjacent supermarket.

The wing of the proposed building fronting Belmont Road would be set back from the road behind a landscaped frontage and would be single-storey, stepping back to one and a half storey in height. It is considered that this would be in keeping with the height and scale of surrounding development including the two-storey residential properties to the north east of the site and on the opposite side of Belmont Road.

It is considered that the proposed building, which will replace the existing 1960s prefabricated school building, which is dated and in relatively poor condition, in addition to landscaping enhancements in front of the site, will contribute positively to the visual amenities of the Belmont Road street scene and surrounding area.

The two-storey wing, which would run parallel with the site's south west boundary would be set further back from the street scene behind a small single-storey element, a landscaped area and existing mature trees. It is not considered that this would have any detrimental visual impact when viewed from Belmont Road. However, due to its location

on the site boundary and the significant change in levels between this and the adjoining supermarket site some views of the two-storey wing would be visible behind Sainsburys from York Road to the south. Notwithstanding this, given the distance, existing tree screening and that the proposed school would be seen in context with surrounding development, including the large scale supermarket, it is not considered that it would appear as overly prominent or have such a significant detrimental impact on the character or appearance of the surrounding area so as to justify refusal.

Notably, planning permission (ref: 39439/APP/2011/738) was granted for a large two-storey extension and a car parking deck, in addition to ancillary development, at Sainsburys in March 2011. The proposed extension would occupy the northern most corner of the supermarket site, immediately adjacent to the school boundary. If built, this would significantly screen the school building in longer distance views from York Road.

#### **7.08 Impact on neighbours**

The site is bounded by residential properties in Belmont Road and The Hermitage to the north east. Nevertheless, the proposed building, which would have a maximum height of two-storeys, would be located in the south west corner of the site. The two-storey element would be located adjacent to the south west boundary, approximately 55m from the boundary with the nearest residential property. The nearest part of the single-storey element would be approximately 20m away from the north east boundary. Accordingly, it is not considered that the proposed building would have any detrimental impact on residential amenity in terms of overlooking, loss of privacy or loss of light.

In terms of the MUGA, this would be located adjacent to the boundary. The drawings indicate that the fence would have a total height of 3.5m (including a 1.7m high retaining wall). Given the change in levels, this will be approximately 1.8m when viewed from adjoining properties. It is not considered that this would have any detrimental impact on residential amenity. However, given the change in levels, the height from within the MUGA will be 3.5m, which should be more than sufficient to stop balls going over boundaries.

The submitted Design and Access Statement confirms that the school have agreed in principle, to community use of the MUGA. No further details are provided. Whilst no objections are raised to this in principle, given the close proximity to residential properties it is recommended that conditions regarding hours and lighting are attached, should approval be granted, to ensure that the use of the MUGA does not have an unacceptable impact on residential amenity in terms of noise and disturbance.

It should be noted that additional landscaping is proposed along the north west boundary which will provide additional screening between the school and adjoining residential properties.

#### **7.09 Living conditions for future occupiers**

Not applicable to this type of development.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The expanded school would have a total of approximately 460 pupils, 60 nursery pupils (in two sessions) and approximately 70 staff.

The existing school has parking provision for staff and visitors only. No parking is provided for parents during pick-up/drop-off and, as is typical of most school sites, parents use surrounding roads for this. It is proposed to provide a total of 24 parking spaces (including three disability standard spaces) for use by staff only. The existing school has 8 formally marked out parking spaces and an informally used area capable of

accommodating approximately 5 - 7 cars depending on how they're parked. Therefore, this represents an increase of approximately 9 - 11 spaces.

The applicant has submitted a Transport Assessment in support of the planning application.

Based on current trip generation data, and a total increase of 240 pupils and 36 staff, the Transport Statement suggests that up to 102 additional two way car trips will be generated by parents during peak drop-off and pick-up times. It concludes that whilst this will create an increased demand for short-term parking in the surrounding roads, there is sufficient on-street parking capacity for this. Furthermore, the surrounding streets are within parking management areas and, as such, permits would be required for any parents wishing to park nearby. It is likely this would deter some parents from travelling by car.

An assessment of junction capacity has also been carried out which demonstrates that the proposed development would not result in an unacceptable impact on any nearby road junctions or roundabouts.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. Accordingly, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified.

In terms of staff travel this is unlikely to occur during peak times as the majority of staff arrive before and depart after peak pupil start/finish times. Accordingly, it is not considered that the additional trips generated by staff would lead to a significant demand for additional parking or have any significant impact on the highway network.

Whilst it is not considered that the proposed development would have any significant impact on the surrounding highway network, the Transport Assessment recommends that a robust Green Travel Plan is adopted by the school to encourage use of more sustainable modes of travel and ensure that the proposed development has very limited impact on the surrounding highway network. This would not only encourage walking and cycling to school, and use of public transport, but would encourage the use of before and after school clubs and staggered start times at the school to help spread the peak demand for parking and the impact on the highway network.

In terms of cycle parking facilities it is proposed to provide facilities for the parking of 12 bicycles. Transport for London's Cycle Parking standards require 1 space to be provided per 10 staff or pupils. In this instance it is noted that the school currently has no cycle parking facilities and do not actively encourage pupils to cycle due to the busy nature of surrounding roads. Accordingly, it is considered that such facilities will be more attractive to staff and that 12 is sufficient in this instance. Notably the Council's Highway Engineer has raised no objections in this respect.

Whilst some product information has been provided relating to the cycle shelter, it is unclear which option is proposed. Accordingly, it is recommended that a condition requiring full details is attached should approval be granted.

It is not considered that the proposed development would result in such an increase in parking demand or detrimental impact on the highway network that refusal could be justified. However, it is recommended that a condition be attached to require the submission of a Green Travel Plan to encourage the use of more sustainable modes of

travel to/from the school. Notably the Council's Highway Engineer has raised no objections subject to conditions.

#### **7.11 Urban design, access and security**

This has been partly addressed in part 7.03 of the report. The size, scale, height and design of the proposed building is considered to be acceptable in this location and would positively contribute to the Belmont Road street scene.

The modern design and use of a range of materials including red brick, buff concrete and timber cladding adds variation and interest to the building and the layout is logical and makes best use of a relatively constrained site. Whilst the building would be visible in longer distance views to the south, it is not considered that it would appear as so dominant that refusal could be justified. Notably if a recent planning permission for the extension of the adjacent Sainsburys Supermarket is implemented it would be significantly screened from view. Nevertheless, the Council's Urban Design/Conservation Officer has recommended the use of some lighter coloured cladding at first floor level to reduce the visual impact of the proposed building and a condition has been attached in this regard.

It is considered that the proposed building would be in keeping with the character and appearance of the surrounding area and would enhance the visual amenities of the school site and Belmont Road street scene. Notably, no objections have been raised by the Council's Urban Design/Conservation Officer subject to conditions regarding materials.

#### **7.12 Disabled access**

The applicant's Design and Access Statement confirms that whilst there is a small level change across the site, level access would be provided to the building via shallow slopes and/or ramps where necessary.

Lift access would be provided to first floor level and disabled WC facilities would be provided throughout the building in addition.

The Design and Access Statement confirms that the proposals will comply with Part M of the Building Regulations and the requirements of the Council's Supplementary Planning Document: Accessible Hillingdon.

Notably, the Council's Access Officer has raised no objection to the proposals subject to conditions regarding the size of a disabled WC facility and partitioning of the Special Educational Needs (SEN)/sick bay facility.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this type of development.

#### **7.14 Trees, landscaping and Ecology**

The majority of trees in and around the school site, including those at the front of the site and along Belmont, which are particularly important to the visual amenity of the surrounding area, would be retained. Where it is necessary to remove trees either due to their poor condition or to enable the development replacement tree planting would be provided.

The majority of replacement tree planting would take place at the front of the site and along the school's north east boundary, which is considered to be appropriate. To the south west, whilst trees would be removed along this boundary, the scheme would still benefit from screening provided by trees on the adjacent site.

In addition to replacement tree planting, it is proposed to provide a landscaped play

areas within the school grounds, and enhance landscaping at the front of the site. It is considered that this will enhance the visual amenities of the school site, including its frontage onto Belmont Road, and the surrounding area. Notably, the Council's Trees/landscape Officer has raised no objections subject to conditions regarding servicing and replacement planting.

#### **7.15 Sustainable waste management**

The plans indicate that refuse storage facilities will be provided towards the south west corner of the site. These would measure approximately 7.4m by 1.8m by 1.5m high and would be brick built to match the school building. They would be capable of accommodating up to six refuse/recycling bins. Access would be via the existing vehicular access off Belmont Road. The proposed facilities are considered to be acceptable in this instance. However, it should be noted that the school ultimately has discretion over which waste management methods are used on site.

#### **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 25% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement, a Sustainability Checklist and a BREEAM 2011 New Construction Assessment Report to demonstrate how the London Plan objectives will be met.

It confirms that the proposed building will achieve a 25% reduction in CO2 emissions over part L of the Building Regulations and that it will achieve a BREEAM rating of at least 'Very Good' and potentially 'Excellent.'

In addition to energy efficient building measures such as ensuring the building is well insulated, use of under floor heating, energy efficient lighting, natural ventilation, etc, photovoltaic panels would be provided on the roof of the building to provide a portion of the sites energy needs through the use of a renewable energy. Furthermore, a green roof would be provided on part of the building, which would help to improve its energy efficiency. An electric vehicle charging point would also be provided.

These measures would achieve a 25% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements. Notably, the Council's Sustainability Officer has raised no objections.

#### **7.17 Flooding or Drainage Issues**

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In accordance with the requirements of that policy rainwater harvesting systems, used to flush toilets, would be incorporated into the scheme. Green roofs with the ability to store water would also be provided in addition to a small attenuation tank. Notably the Council's Flood Risk/Drainage Officer has raised no objections.

#### **7.18 Noise or Air Quality Issues**

Noise:

It is not considered that the proposed development would result in any significant increase in levels of noise from the site over the existing use. Notably, the school building would

be located on the opposite side of the site to the nearest residential properties and the playground and playing field would remain in a similar location as to where they are now. The MUGA, whilst located adjacent to the boundary with residential properties, would be predominantly used by the school during the day and would be no noisier than the existing use of the playground. Conditions would be attached to control its use outside school hours. Accordingly, it is not considered that the development would result in a significant increase in noise which could have a detrimental impact on residential amenity.

In terms of the impact of surrounding development on the school Belmont Road and the adjacent London Underground railway line are likely to have the greatest impact. However, the building would be built to modern design standards and thus would be better insulated than the existing school.

It should be noted that the building's design must comply with the requirements of the Department for Education's Building Bulletin 93: Acoustic Design in Schools. Officers in the Council's Environmental Protection Unit have raised no objections on this basis and confirmed that there is no requirement for any conditions.

Air Quality:

The site falls within an Air Quality Management Area. Nevertheless, it is not considered that the proposed development would lead to such an increase in traffic to the site that it would have any significant impact on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this regard.

#### **7.19 Comments on Public Consultations**

Points (i), (ii), (iv) and (v) are addressed in the report.

Point (iii) raises concerns over the location of some tyres on the school's playing field. It is unclear what the school's intention regarding these is. However, their placement here (which appears to be temporary) is not a material planning consideration.

#### **7.20 Planning obligations**

Not applicable to this development. As the development is for educational use it would not necessitate a contribution towards the Mayoral Community Infrastructure Levy.

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

Contamination:

Officers in the Council's Environmental Protection Unit have advised that there may be some limited contamination present at the site. Accordingly, a condition regarding soil testing is recommended. This would be attached if approval is granted.

### **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**

Not applicable.

## **10. CONCLUSION**

The proposed development is considered to fully comply with local, regional and national planning policies relating to the provision of new and/or enhanced educational facilities. However, in compliance with policies which seek to prevent the loss of playing fields, it is necessary for the applicant to demonstrate that the proposed MUGA will offer sporting benefits to the site sufficient to offset the loss of the playing field. Sport England have objected on the basis that insufficient detail relating to the specification of the MUGA has been provided. The applicant has provided additional plans, however, a response from Sport England is still awaited.

The proposed development is considered to enhance the visual amenities of the school site and the Belmont Road street scene and would be in keeping with the character and appearance of the surrounding area. It would not have any significant detrimental impact on the amenity of the nearest residential occupants and would not result in such an increase in traffic or parking demand such that it would have an unacceptable impact on the surrounding road network.

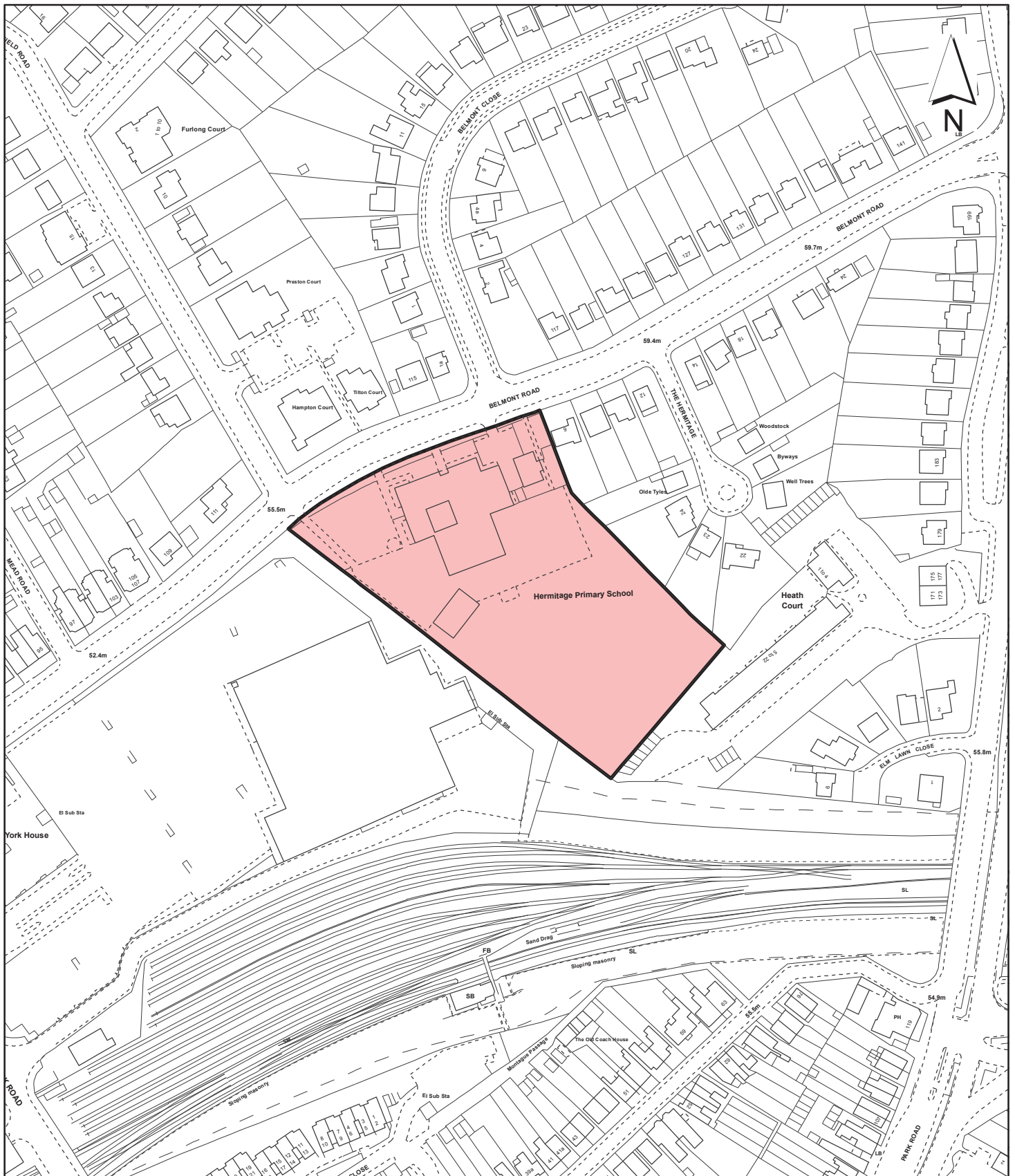
Subject to resolution of the issues raised by Sport England, the proposal is considered to be acceptable. Accordingly, it is recommended that delegated powers be given to the Head of Planning, Sport and Green Spaces to approve planning permission subject to the receipt of no objection from Sport England.

## **11. Reference Documents**


Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan 2011  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
National Planning Policy Framework (NPPF)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon  
Hillingdon Supplementary Planning Document: Residential Layouts

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address	
<b>Hermitage Primary School Belmont Road Uxbridge</b>	
Planning Application Ref:	Scale
<b>3345/APP/2012/2036</b>	<b>1:2,000</b>
Planning Committee	Date
<b>Central and South</b>	<b>November 2012</b>

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services**

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



HILLINGDON

LONDON