

Report of the Head of Planning & Enforcement Services

Address GLEBE PRIMARY SCHOOL SUSSEX ROAD ICKENHAM

Development: Demolition of existing school and erection of a new 3 form entry school including nursery together with associated hard play, Multi Use Games Area (MUGA) and parking and other associated works. Installation of temporary hard play area and classrooms during construction.

LBH Ref Nos: 8004/APP/2012/3183

Drawing Nos:

- 8219-100-location plan
- 8219-101-extg site plan.
- 8219-A-102-Proposed Site Capacity Plan
- 8219-A-110-Prop site plan
- 8219-A-111-PropGround
- 8219-A-112-PropFirst
- 8219-A-114-Proposed Contractors Access
- 8219-A-116 Proposed landscaping
- 8219-A-117-Site and building access strategy
- 8219-A-118-PropSiteSections
- 8219-A-121-PropElevations
- 8219-A-122- Bin store elevations
- 8219-A-124-Sprinkler enclosure
- 8219-A-125-MUGA details
- 8219-A-131-PropSections
- 8219-A-150-logistics plan.
- 8219-A-151-phase1
- 8219-A-152-phase2
- 8219-A-153-phase3
- 8219-A-154-phase4
- 8219-E-001-External Lighting Plan
- 8219-E-002-External Lighting Elevs
- LO1132_DR01_P06 Drainage
- Roof plan
- WWA_1255_AL_701_TPP
- 1255_LL_101 Landscape Layout
- Planning statement
- Transport Assessment 2915_022_R028B
- 4390 Tree report
- 8219 Glebe Energy Statement rev1
- Design and Access Statement RevA
- Ground Investigation Report
- Glebe PS BREEAM_2011_Pre-Assessment_Estimator
- Flood Risk Assessment
- BRUKL Document
- BRUKL Document Part L Doc
- SITE CAPACITY PLAN-EXTG
- SUSTAINIBILITY CHECKLIST-
- Statement of Community Involvement
- Air Quality Assessment

Date Plans Received: 21/12/2012

Date(s) of Amendment(s):

Date Application Valid: 06/01/2013

1. SUMMARY

Planning permission is sought for the erection of a new primary school and nursery within the existing school site, providing a purpose built three form entry primary school for 630 pupils and a registered nursery for 90 nursery pupils (across two daily sessions). This is to replace the existing two form of entry (2 FE) school, which will be demolished upon completion of the new school, in order to create the new external hard play areas. The proposals also include relocation of the school informal hard play area, playing fields, a Multi-Use Games Area (MUGA), car parking, landscaping and associated works.

The 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. Glebe Primary School has been identified to provide some of the additional primary forms of entry required over the next five years. Accordingly, the Council wishes to redevelop Glebe School, to provide additional places for the children of the borough.

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan Policy 3.18 and Local Plan Part 2 Saved Policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. 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 properties 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 Saved UDP Local Plan Part 2 and London Plan policies and accordingly, it is the proposal is recommended for approval, subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

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 T8 Time Limit - full planning application 3 years

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

REASON

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

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

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8219-101-extg site plan.
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8219-A-152-phase2
8219-A-153-phase3
8219-A-154-phase4
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LO1132_DR01_P06 Drainage
Roof plan
WWA_1255_AL_701_TPP
1255_LL_101 Landscape Layout
SITE CAPACITY PLAN-EXTG

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 Local Plan: Part 2 - Saved UDP Policies (November 2012) 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:

- Design and Access Statement Rev. A
- Ground Investigation Report
- Flood Risk Assessment

- Transport Assessment 2915_022_R028B
- Arboricultural Impact Assessment;
- Sustainability Checklist;
- 8219 Glebe Energy Statement rev1
- Glebe PS BREEAM_2011_Pre-Assessment_Estimator
- BRUKL Document
- BRUKL Document Part L Doc
- Pre Breeam Assessment;
- 4390 Tree report and
- Drainage Strategy;

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 in the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

5 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Such details shall include:

- Entrance canopy details
- information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

6 COM10 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 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 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. 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:

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.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 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

8 COM9 Landscaping (including refuse/cycle storage)

No development shall take place until a landscape scheme has been 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 Covered and secure Refuse Storage

2.b Covered and secure Cycle Storage for 10 bicycles and 10 scooters

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are

served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

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

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

4.b Proposals for the replacement of any tree, shrub, or area of 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, BE38 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan.

9 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

10 COM15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Robert West Flood Risk Assessment 2915/022/R031 Dated Dec 12, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of how the surface water strategy will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of

arrangements to secure the operation of the scheme throughout its lifetime.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will:

iii. incorporate water saving measures and equipment.

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

vi. a scheme for the reduction in potable water.

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

REASON

1. To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 of the London Plan (July 2011) and the NPPF.

ii. To ensure that surface water is handled as close to its source as possible, in compliance with Policy 5.13 of the London Plan (July 2011), and

iii. To conserve water supplies in accordance with Policy 5.15 of the London Plan (July 2011).

11 NONSC Non Standard Condition

The MUGA hereby approved shall not be used between the hours of 21:00 and 08:00 Monday to Friday, before 10.00 or after 19:00 on Saturdays, before 10.00 or after 18:00 on Sundays and not at all on Bank Holidays and other Public Holidays.

REASON

In the interests of residential amenity in accordance with policies BE19, OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Non Standard Condition

Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) dated December 2012, with reference 2915/022/R031 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

The scheme shall include a restriction in run-off and surface water storage on site as outlined in the Flood Risk Assessment.

REASON

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (July 2011) and the NPPF.

13 COM26 Ecology

Prior to the occupation of development a plan showing how the borders of the site and existing wildlife area shall be enhanced to benefit biodiversity. In addition, the plan shall also show the inclusion of bat and bird boxes, as well as habitat walls. The development

can only be occupied once the measures have been incorporated into the development.

Reason

To ensure the development delivers wildlife improvements in accordance with the NPPF, London Plan Policy 7.19 and Local Plan Part 1 Policy EM7.

14 NONSC Non Standard Condition

Before development commences, plans and details of 2 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan Policy 5.3.

15 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 measures to ensure the safety of children, access (vehicular and pedestrian) and the parking provision for school and contracting staff and the delivery of materials during construction. The measures shall be provided in accordance with the approved details and thereafter permanently retained.

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 Local Plan: Part Two Saved UDP Policies (November 2012).

16 COM28 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

17 NONSC Non Standard Condition

Within 6 months of the date of this permission, a Pedestrian Environment Review (PERS) and cycle audit (including recommendations, phasing and timetable for implementation) shall be undertaken of the surrounding highway network and the results submitted to the Local Planning Authority for its approval. The recommendations of the Pedestrian Environment Review and cycle audit, including the phasing of any agreed measures shall be implemented in accordance with the approved details.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

18 NONSC Non Standard Condition

Prior to first occupation of the development hereby approved, details of pedestrian guard

rails outside the proposed pedestrian entrances to the site on Sussex Road and Vehicle Activated Signs along Glebe Avenue and adjacent to the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works which have been approved by the Local Planning Authority have been completed and shall thereafter be permanently retained.

REASON

In the interests of highway and pedestrian safety in accordance with Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

19 COM29 No floodlighting

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

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012); and

To protect the ecological value of the area in accordance with Policy EC3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

20 B25 External Openings/Machinery (Not Shown in Plans)

Where external machinery/equipment or external openings are proposed, details of the siting and sound insulation of such works (for example, refrigeration and air conditioning, ventilation units, air intake louvres, ducting, chimneys, mechanical extraction and disposal of fumes, dust and grit) shall be submitted to and approved by the Local Planning Authority, implemented before the use hereby approved is commenced and thereafter permanently retained. The noise emitted from such equipment should be inaudible in the nearest residence and be in compliance with BS 4142/BS 8233.

REASON

To ensure that the use does not detract from the amenities of local residents and to comply with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

21 RES13 Obscure Glazing

The first floor south facing secondary windows serving the proposed ICT room facing No 3 Sussex Road shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

22 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, route from the car park to the main entrance, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

23 COM31 Secured by Design

The building 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.

24 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 December 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 on an annual basis. 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

25 NONSC Non Standard Condition

The applicant shall carry out a landfill gas survey in the ground at the development site. It is recommended that some of the landfill gas tests within the survey shall be taken below the proposed footprint of new school building. If landfill gas is found the applicant shall install remediation measures to prevent gas ingress to any new building on the development site to the satisfaction of the Local Planning Authority.

REASON

The site investigation shows that there is made ground on that the development site. The condition is required to clarify whether or not there is any hazard due to gas migration from the made ground, and if there is a hazard to ensure any necessary gas remediation work is completed. Advice on this condition can be obtained from the Environmental

Protection Unit on 01895 277440

26 NONSC Non Standard Condition

The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A written method statement providing details of a remediation scheme to remove or render the contamination found in the site investigation innocuous and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(b) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(c) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON

To ensure that risks to the future users of the new school and neighbouring land are minimised and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

27 NONSC Non Standard Condition

Prior to commencement of the development/use hereby approved, details of the size, design and layout of MUGA which shall comply with Sport England's guidance, 'Artificial Surfaces for Outdoor Sport, 2012' shall be submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The MUGA shall be constructed in accordance with the approved design and layout details.

REASON

To ensure the development is fit for purpose, subject to high quality design standards, in compliance with Policy R3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the NPPF.

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28 NONSC Non Standard Condition

Prior to the occupation of the development hereby approved, an emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs shall be submitted and approved by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

29 NONSC Non Standard Condition

Prior to the occupation of the development hereby approved, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy, hours of use, access to the grass pitches and artificial grass 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 ensure adequate community usage of the development, to secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport, in compliance with Policies AM2, AM7, AM14 and R3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the NPPF.

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
R10	Proposals for new meeting halls and buildings for education, social, community and health services

R9	Proposals for the use of buildings for religious and cultural purposes
LPP 3.18	(2011) Education Facilities
LPP 3.19	(2011) Sports Facilities
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.7	(2011) Renewable energy
NPPF	

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.

4 111 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).

5 112 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.

6 115 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 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.

7 119 **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).

8 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).

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
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

10 I58 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

11

Advice to applicant on surface water condition:

In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

3. CONSIDERATIONS

3.1 Site and Locality

Glebe Primary School is a mixed two form entry (2 FE) Infant and Junior school for pupils aged between 3-11 years. It is understood that the school is not currently operating at full 2FE capacity, with a total of 370 primary school pupils and 50 nursery pupils (attending in two sessions of 25 children per day). It is understood that the school currently operates with 51 members of staff.

The school is located within a predominantly residential area, towards the east of Sussex Road. The site has an area of approximately 2.1 hectares, and is bound by Sussex Road to the west, housing fronting Glebe Avenue to the north and housing fronting Tavistock Road to the south. The eastern boundary adjacent to the school playing fields is tree lined, beyond which is open space (Ickenham Marsh), which is designated Green Belt. Further trees are sited within the north east and south west corners of the site.

The site currently comprises a flat roofed part single part 2 storey timber, concrete and brick clad 1960's building, together with a total of six temporary mobile classrooms, currently used by nursery, and junior school pupils and for reception.

Located to the west of the existing school building are the games courts and a playground. Playing fields lie to the east, while the temporary mobile classrooms are located to the north and south. The site also includes caretaker's living accommodation with access at first floor level, at the north end of the school building.

The main vehicular and pedestrian access to the school site is via Sussex Road. The vehicular access leads to a secure car park comprising 25 spaces for staff and visitors. The southern part of the site lies within Flood Zone 2, and has a PTAL rating of 2, indicating poor public transport accessibility.

3.2 Proposed Scheme

Planning permission is sought for a new primary school on the existing site, providing a purpose built three form of entry (3 FE) primary school for 630 pupils and a registered nursery for 90 nursery pupils (across two daily sessions). This is to replace the existing two form of entry (2 FE) school, which will be demolished upon completion of the new school, to make way for the new external hard play areas.

The proposed development will provide 21 new classrooms within a single new two storey flat roofed 'L' shaped building, with the main axis parallel to Sussex Road. The main block (oriented north-south) will contain the main entrance, 12 classrooms, administration and community facilities, as well as the halls, the latter being a storey and a half in height. The secondary block (oriented east-west) will accommodate an Early Years provision, including the new Nursery with secure independent access.

The proposals also incorporate the provision of a MUGA, which is to be sited at the north east corner of the school site. A wildlife habitat will be located directly to the north east of the MUGA.

On-site car parking is to be reconfigured to provide a total of 37 spaces. Two of these are to be designated disabled spaces and will be located adjacent to a disabled access path leading directly to the main entrance. Access to the car park will remain from Sussex Road.

The proposals include two areas of covered cycle and scooter storage, one located

adjacent to the main School entrance and one located by the Nursery entrance. Each are to contain space for 10 cycles and 10 scooters.

The proposals are part of the identified need to provide an additional 34.5 forms of entry across the borough by 2015. In recent years the school has experienced an increase in pupil numbers and this is set to increase in line with the borough's projected birth rates for the Educational Planning Area.

A comprehensive hard and soft landscaping scheme is incorporated as part of the proposals. This includes new and replacement trees. The Sussex Road elevation of the site will be tree lined, providing screening for the new building.

The proposed design of the surface water drainage strategy for the site is to incorporate a rainwater harvesting system with an underground tank.

The main pedestrian access point linked with the vehicle access will also remain open. The remaining two existing pedestrian access points on Sussex Road will be closed. Two new pedestrian access points will be located to the east of the main entrance, providing access to the nursery entrance. Emergency access will be taken from the existing vehicular entrance on Sussex Road.

Upon completion of the permanent building, the existing building and all temporary mobile classrooms will be removed from the site, and the area currently occupied by the main school building will be redeveloped to form the hard play areas for the new permanent school.

The application is supported by a number of reports that assess the impact of the proposal. A summary and some key conclusions from these reports are provided below:

- Planning Statement

The report provides a summary of the proposals and assesses them against policy and planning guideline considerations.

- Design and Access Statement;

This report outlines the context for the development and provides an analysis of the layout, scale and access for the proposed development.

- Transport Assessment

Reviews the existing traffic and highways conditions in the area surrounding the school. It considers the impact of the expansion on the local highway network and in particular, road safety, capacity for on-street parking and junction capacity.

- Tree Report;

Tree Report by Broad Oak Tree Consultants. The report assesses the condition and value of 23 individual trees.

- Sustainability Checklist and Energy Statement

The energy statement that accompanies the application sets out that in order to reduce the carbon emission by 25% of PV panels will be required.

- Pre Breeam Assessment;

This demonstrates that at this stage of the design process, the proposals are likely to achieve a Breeam Excellent rating. The proposals have therefore been developed in a

sustainable manner.

· Drainage Strategy;

A drainage strategy has been compiled to incorporate suitable SuDS techniques to cater for the increase in flood volumes and rates of discharge of surface water run-off from the site and reduce the flood risk to the site and neighbouring sites.

· Flood Risk Assessment (FRA)

The FRA notes that the the southern part of the site lies within Flood Zone within Flood Zone 2.

· Statement of Community Involvement

A public consultation event was held at the school on the 28th June 2012 and was attended by local residents and parents at the school. An additional meeting for parents of children at the school was held on 29 June 2012.

3.3 Relevant Planning History

8004/APP/2001/2455 Glebe Primary School Sussex Road Ickenham
ERECTION OF AN ADDITIONAL MOBILE CLASSROOM UNIT

Decision: 24-04-2002 ALT

8004/APP/2006/2237 Glebe Primary School Sussex Road Ickenham
DEMOLITION OF DOUBLE MOBILE CLASSROOM UNIT AND CONSTRUCTION OF SINGLE STOREY EXTENSION TO PROVIDE 2 CLASSROOMS AND A STAFFROOM

Decision: 02-03-2012 NFA

8004/APP/2007/3885 Glebe Primary School Sussex Road Ickenham
RETENTION OF MOBILE CLASSROOM (RETROSPECTIVE APPLICATION).

Decision: 15-02-2008 Approved

8004/APP/2008/3305 Glebe Primary School Sussex Road Ickenham
ERECTION OF A NEW SINGLE STOREY RELOCATABLE CLASSROOM BLOCK CONSISTING OF TWO CLASSROOMS, ACCESSIBLE WC AND STANDARD WC, TO REPLACE EXISTING BLOCK TO NORTH SIDE OF SCHOOL

Decision: 13-01-2009 Approved

8004/APP/2011/932 Glebe Primary School Sussex Road Ickenham
Installation of temporary mobile double classroom for a period of 3 years

Decision: 02-06-2011 Approved

8004/G/82/0734 Glebe Primary School Sussex Road Ickenham
Erection of mobile classroom.

Decision: 10-08-1982 ADH

Comment on Relevant Planning History

Glebe School has a varied planning history, mainly relating to the erection and/or retention of mobile classrooms on the school site. It is noted that all of the temporary classrooms will be removed from the site to make way for the development subject to this application.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- 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.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC2 Nature conservation considerations and ecological assessments
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water

	run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R9	Proposals for the use of buildings for religious and cultural purposes
LPP 3.18	(2011) Education Facilities
LPP 3.19	(2011) Sports Facilities
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.7	(2011) Renewable energy
NPPF	

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **31st January 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 167 local owner/occupiers and the Ickenham Residents' Association. Site and press notices were also posted. Four letters of objection have been received which raise the following concerns:

1. This is a residential area which really cannot cope with the proposed increase of 300 pupils and approximately another 36 members of staff to Glebe School.
2. During the construction stage alone this will place additional pressure on the roads with the delivery of the building equipment necessary for the works to be carried out, not to mention the increase in noise.
3. Additional pupils also means additional vehicles. Again, this is going to generate considerably more noise and pollution. The roads surrounding Glebe School are not very wide and already sufficiently overloaded with parents dropping their children off at school.
4. Some parents do not park considerately and have been known to park over driveways.
5. The junction at Glebe Avenue/Long Lane is blocked-up at school peak time and really cannot cope with a further increase in traffic
5. Ickenham itself has, and still is, undergoing an increase in residential development again resulting in an increase of traffic. Long Lane and Swakeleys Road are already extremely congested and quite often gridlocked at peak times and any further development at Glebe School is only going to serve to increase this.
6. Complaining for the last 2 years, in relation to parking in Glebe Avenue and Milverton Road at school time related traffic to Glebe School. Any increase in capacity will just make matters worse.
7. There needs to be either a provision for parents to have a drop off point at the school, enforceable parking restrictions and proper enforcement officers. Failure to provide such needed restrictions will result in a child's serious injury or death. There have been a few near misses caused by excessive traffic at these times.
8. Sussex Road is on a bus route and during school pick up and drop off it is impossible for large vehicles to transverse the road. This would also be the case for emergency vehicles at these times.
9. There are only two access roads to the estate via Glebe Road and Austins Lane. These both

lead onto Long Lane, the congestion caused at these times is bad now. Any increase in capacity would make it unbearable to the residents.

10. What provisions would be made, if the building work were to go ahead, for the protection of residents? Would there be a restriction on working times? Would there be a restriction on construction traffic parking, including contractors?

(This is dealt with under separate legislation).

11. The bridges leading to the estate have a weight restriction. The roads are in a bad state of repair now, construction traffic will make it worse.

(This is not a planning matter)

ENVIRONMENT AGENCY

We have no objections to the proposed development subject to the inclusion of the of a condition outlined below. Without this condition we consider this proposal to pose an unacceptable risk to the environment.

Condition

Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) dated December 2012, with reference 2915/022/R031 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

The scheme shall include a restriction in run-off and surface water storage on site as outlined in the FRA.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

Advice to applicant on surface water condition:

In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

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 0.2 ha 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.

The application proposes the demolition of existing school and the erection of a new 3 form entry school including nursery together with associated hard play, multi use games area (MUGA) and parking and other associated works.

The proposed new school and nursery buildings are on previously developed land, not effecting playing field land or sporting provision. Sport England has no comment to make regarding these parts of the proposed development.

The proposed new hard play areas will encroach onto the grass playing field. This hard play area will be marked out with games courts. Whilst the hard play games courts do not, constitute a formal sports facility, they will be used for games and informal sport, including netball at a PE curriculum level. The hard play area infill is an area of playing field land, which is set back from the line of built form to its north and south. This infilled area is land incapable of forming a pitch or part of a pitch. The proposed hard play area is therefore considered acceptable to Sport England as it meets the following:

E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

The proposed MUGA is to be located to the north of the site on an area of grass playing field. Play equipment is currently sited in this location. The loss of usable playing field is therefore less than the size of the MUGA owing to the fact that the presence of the play equipment renders part of the site unusable for sport. The MUGA would be 27.7m x 35.3m in size and the MUGA will be fenced. The drawings submitted with the application suggest that the proposed surface type will be a type 5 3G surface.

Sport England needs to assess whether the sporting benefit of the MUGA outweighs the loss of grass playing field. This cannot be assessed without definitive detailed plans being submitted. The MUGA has scope to accord with the Sport England's playing field policy, and in particular the

exception below:

'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'.

However, in order for this to be the case, further information is required on the specification of the MUGA. Details of the actual surface, size, courts layouts and fencing are therefore required to be submitted. Regarding the size of the MUGA, it should either be 21.35m x 36.60m, with line markings for tennis, mini tennis and netball or 18.5m x 37m 18.5m x 37m with recessed goals, rebound boards and with line markings for five-a-side football. The above matter can be dealt with by planning condition.

This being the case, Sport England raises no objection to this application, subject to the following condition(s) being attached to the decision notice (if the Council are minded to approve the application):

1. Prior to commencement of the development/use details of the size, design and layout of MUGA which shall comply with Sport England's guidance, Artificial Surfaces for Outdoor Sport, 2012 shall be submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The MUGA shall be constructed in accordance with the approved design and layout details.

Reason: To ensure the development is fit for purpose, subject to high quality design standards.

2. Prior to the commencement 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 pricing policy, hours of use, access to the grass pitches and artificial agrees 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 secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport.

If you wish to amend the wording of the conditions or use another mechanism in lieu of the condition(s), please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

If your Authority decides not to attach the above condition(s), Sport England would wish to maintain/lodge a statutory objection to this application. Should your Authority be minded to approve this application without the above condition(s), then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, and the DCLG letter of 10 March 2011, the application should be referred to the National Planning Casework Unit.

The absence of an objection to this application in the context of the Town and Country Planning Acts, does not in any way commit Sport England's or any National Governing Body of Sport's support for any related application for grants funding.

If this application is to be presented to a Planning Committee, we would like to be notified in advance of the publication of any committee agendas, report(s) and committee date(s). We would be grateful if you would advise us of the outcome of the application by sending us a copy of the decision notice.

ICKENHAM RESIDENTS ASSOCIATION

Having studied the Glebe School application in detail, we wish to raise an objection.

The need for Glebe primary to expand from a two form entry to a three form entry is not disputed. We fully acknowledge that the Borough needs additional school places given projected population rises. We also understand that given the size and state of the school and recent nearby housing developments, Glebe is a sensible choice for expansion.

Our concerns relate to the transport assessment, and as a result the application as a whole. We do not feel that the measures proposed to mitigate the additional car traffic from several hundred additional school places are anywhere near sufficient given the current high levels of local car traffic congestion at peak hours.

We call on you to re-assess the transport assessment because Ickenham and surrounding areas simply cannot take the hundreds of additional car journeys that the school could bring. The only way for the area to accommodate so many extra journeys is for a much higher percentage of them to be made on foot and bicycle. Please re-appraise the proposed mitigation measures to take more account of the Local Plan commitments to promote walking and cycling. A key part of the re-appraisal should be serious considerations of improvements to the two Metropolitan Railway bridges near the school to make them safer. We feel that the car traffic mitigation strategy as proposed in the planning application does not address this well known local issue, and so, in our view is flawed and will only deliver a fraction of the required increase in non-car journeys to make the development sustainable.

These unsafe bridges are a clear disincentive to walking and cycling. Questionnaire responses flagged up parental concerns about safety in relation to both the width of the pavements and the speed of cars. One bridge has no pedestrian provision at all. The other, locally agreed to be more dangerous, has a pavement so narrow, that cars pass within inches of pedestrians, and parents have to walk in single file, struggling to guide their children safely.

We feel that the proposed mitigation measures are so inadequate, they fail to satisfy Local Plan Policy T1 on Accessible Local Destinations. We also have a reasonable expectation that the Council will adhere to Strategic Objective 12 in the Hillingdon Local Plan: 'Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans'.

We are also concerned that there is a contravention of national planning policy, because we cannot find evidence of where material considerations have been presented to indicate that the policies and objectives in the Local Plan can be overridden.

The Local Plan goes on to state in paragraph 9.13:

'The Council is working with schools to introduce sustainable means of transport to and from school through engineering works, education and encouragement of walking and cycling. Schools are encouraged to prepare and implement Travel Plans to reduce congestion and improve safety'.

We strongly urge you to consider a new pedestrian footway near Ickenham Station, possibly over the embankment to the carpark below.

In addition, we urge you to strengthen the traffic mitigation measures by considering a School bus service and a possible local one-way-system near the school .

We would also like to re-assert our support for a bus route from the south of the A40 to the north.

The transport assessment also proposes changes to the sequencing of the traffic lights at

Hillingdon Circus. We ask that this be reconsidered, both to avoid exacerbating existing congestion in the area and to avoid further complication in assessing the traffic assessments for the Tesco and Morrisons planning applications.

Finally, Local Plan policy CI2 calls for opening up formal play and play community access to school facilities. We couldn't find any references in the application addressing wider community use of the new school, and call on the Council to revise the application to outline the sorts of out-of-school-hours community uses will be available.

We ask for a meeting with local planners at the earliest possible opportunity to discuss our concerns and any other local issues that have been raised during the consultation on this very important local issue.

Ward Councillor

I would expect to see reference to a green travel plan in the S106/conditions for planning permission to be granted, which the school will need to be cognised of to demonstrate a reduction of vehicular trips to the school by parents is made and sustained.

Internal Consultees

URBAN DESIGN AND CONSERVATION OFFICER

BACKGROUND: Glebe School is located within the Ickenham ward in a predominantly residential area. The site currently comprises of flat roofed single storey timber, concrete and brick clad buildings typical of the 1960s. The site also includes a number of temporary mobile class rooms. From a design point of view, the buildings on site are not considered to be of any architectural merit.

COMMENTS: There are no objections to the demolition of the existing buildings of the school. The removal of the temporary blocks and a good quality modern block to replace the existing 1960s building would be considered an improvement to the appearance of the area and the street scene.

Layout and setting: The new building will be in an 'L' shaped footprint, closer to the street frontage with landscaping along the boundary. As such there are no objections to its siting and layout.

Design and appearance: There is an attempt to break the overall bulk with use of various materials.

It is felt that the entrance canopy could be a more prominent feature of the design. The Nursery entrance could also be improved by use of colourful materials, and further details of the same should be submitted.

Conclusion: Acceptable in principle. Further information/details would be required to assess the appearance of the building. This should be conditioned.

FLOOD AND DRAINAGE OFFICER

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Robert West Flood Risk Assessment 2915/022/R031 Dated Dec 12, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of how the surface water strategy will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of

arrangements to secure the operation of the scheme throughout its lifetime.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will:

iii. incorporate water saving measures and equipment.

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

ENVIRONMENTAL PROTECTION UNIT

I refer to your consultation of 4 January 2013 on the above application. I can provide the following comments on the contaminated land issues within the ground investigations. It does not appear as though the site had a contaminative use although on the historic maps a canal feeder ran through the school. It looks quite thin on the old maps from 1888-1915 and 1900-1949. The report above indicates it may have been filled about 1940. The investigation refers to a past desk study by DTS Consultants which was not submitted. This could be submitted to support the ground investigation although it is very briefly summarised in the site investigation.

The report will be sufficient to support the planning application. It summarises the contamination testing of six samples and details the soils present below the site. There is some made ground on the site above two types of clay. The made ground is to a depth of 1.5 metres to 2.3 metres and looks fairly inert with some wood and ash also included. The soil testing showed some elevated hydrocarbons at one location. This appears to be a lubricant oil or heavy fuel with an odour. I would anticipate this would likely be removed and perhaps we should apply a partial condition to effect the submission of the details of this work.

The made ground looks fairly inert from the logs and photos, and the consultant indicates that it is unlikely to produce gas. However there is a gap in the site investigation in that no gas monitoring was undertaken. Four boreholes / window samplers are set up for gas monitoring but this was not in the scope. I would advise some readings are taken to complete the investigation as we have new buildings. Although I do not expect gas this should be clarified as is standard practice.

No major concerns have been found but I would advise conditions to effect the removal of the oily ground and any unknown contamination (eg: canal feeder), and assess gas levels. I would also advise adding an imported soil condition. I have modified COM30 as a suggestion. You may want to use this.

Soil Import Testing Condition

All imported soils used for landscaping purposes including soils shall be clean and free of contamination. Imported soils shall be inspected and tested for chemical contamination, and the results of this testing shall be submitted to and approved by the Local Planning Authority.

REASON: To ensure that the users of the school development are not subject to any risks from soil

contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan.

Gas Condition

The applicant shall carry out a landfill gas survey in the ground at the development site. It is recommended that some of the landfill gas tests within the survey shall be taken below the proposed footprint of new school building. If landfill gas is found the applicant shall install remediation measures to prevent gas ingress to any new building on the development site to the satisfaction of the LPA.

REASON: The site investigation shows that there is made ground on that the development site. The condition is required to clarify whether or not there is any hazard due to gas migration from the made ground, and if there is a hazard to ensure any necessary gas remediation work is completed. Advice on this condition can be obtained from the Environmental Protection Unit on 01895 277440

Contaminated Land Condition to remove oil contamination and any unknown contamination

The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A written method statement providing details of a remediation scheme to remove or render the contamination found in the site investigation innocuous and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(b) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(c) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks to the future users of the new school and neighbouring land are minimised and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The standard Construction Informative should be attached to any planning permission.

TREE AND LANDSCAPE OFFICER

LANDSCAPE CONTEXT: This primary school site occupies a relatively flat area of approximately 2.1 hectares and is situated within a predominantly residential area to the east of Sussex Road. The site fronts onto Sussex Road on its west boundary and the open space of Ickenham Marsh (designated Green Belt) beyond the playing fields on the east boundary. To the north and south the school is bounded by the rear gardens of Glebe Avenue and Tavistock Road.

The original school building is built along a north-south axis through the site with the main playing fields to the rear, on the east side. As the school has expanded, mobile classrooms have been added to the north and south of the main building. Tree cover on the site is limited to a small group of trees on the northern boundary behind 162 and 164 Glebe Avenue, two prominent Weeping Willows near the east boundary of the playing fields and a number of trees in the south-west corner of the site. This planting has been re-inforced in recent years to provide additional screening of the

temporary / mobile classrooms which are overlooked by the Tavistock Road residents. Offsite, the school benefits from a tree-lined boundary to the east on the Green Belt land.

There are no trees on the site which are protected by Tree Preservation Order or Conservation Area designation.

PROPOSAL: The proposal is to demolish the existing school and erect a new 3 form entry school including nursery together with associated hard play, Multi Use Games Area (MUGA) and parking and other associated works. Installation of temporary hard play area and classrooms during construction.

LANDSCAPE CONSIDERATIONS: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The Design & Access Statement sets out clear landscape objectives for the school grounds in section 3.5. This includes the provision of a high quality environment, and the benefits of visual and ecological enhancement of the school grounds, through the introduction of new planting and habitat creation.
- The submission is supported by a Tree Report by Broad Oak Tree Consultants. The report assesses the condition and value of 23 No. individual trees. The tree references can be seen on MACE drawing No.101 Rev C.
- There are no 'A' (best) category trees. 5 No.trees are considered to be 'B' quality (fair, whose retention is desirable), 15 No. are 'C' quality (poor, but could be retained due to their collective and / or screening value, as in this case) and 3 No 'R' (now referred to as 'U' in the re-issued BS5837:2012) value. These trees should be removed in the interests of good arboricultural management. There is no objection to these assessments
- The report also identifies 6 No. trees requiring safety works, of which the school should be aware. This includes the two mature Weeping Willows in the playing fields (T17 and T18) and the 3No Purple leafed / Pissard Plums (T7, T8 and T10) in the south-east corner. The recommendation for the Pissard Plums is to reduce the crowns, or remove altogether. The local planning authority would accept selective removal of these trees if the opportunity is taken to provide suitable additional / replacement tree planting.
- MACE drawing No.116 Rev G Proposed Landscaping provides a masterplan, and the general arrangement of hard and soft landscape features within the context of the new L-shaped building. This includes breaking up and softening with planting the car park in the in the north-west corner of the site, a soft (planted) edge of trees and hedges along the Sussex Road frontage and the retention and re-reinforcement of tree planting in the south-west corner.
- Wynne-Williams drawing No. 1255/LL/101 provides further illustrative detail (with indicative species). This drawing proposes new native tree and shrub planting along the southern boundary (east) and a serpentine edge of wildflowers meadows along the east boundary, wrapping around the north-east corner of the site. Approximately 16No. new trees are proposed.
- The Wynne Williams plan does not clarify the outcome of the 3No. Pissard Plums in the south-west corner. If they are to be removed, replacement planting will be required. Furthermore, many of the existing trees indicated along the east boundary are not present and should be indicated on plan as proposed trees (see MACE drawing No. 101 Rev C). Clarification is required.
- Full hard and soft landscape details are required, including planting plans, supported by schedules, specifications and management and maintenance details, by condition.
- MACE drawing No. 114 Rev C indicates the proposed access route and compound for the contractors. This drawing includes the alignment of protective fencing for the existing. Details of the protective fencing to BS5837:2012 are required, by condition.
- MACE drawing No. 125 Rev A provides plans and elevations of the MUGA. Final details and samples are required of the ball-stop fencing (< 5metres in height), by condition.
- Landscape conditions are necessary to preserve and enhance the visual amenities of the locality and to ensure that adequate facilities are provided.

RECOMMENDATIONS: No objection, subject to the above considerations and conditions COM8, COM9 (parts 1,2,4,5 and 6) and COM10.

SUSTAINABILITY OFFICER

Comments

I have no objections to the proposed development subject to the following comments and conditions:

Energy

The development must proceed in accordance with the approved plan and submitted roof layout.

Water Consumption

No information on sustainable water consumption has been submitted. The BREEAM assessment simply says that two credits will be achieved for the water consumption category, but gives no further information. The sustainability checklist submitted is of a poor quality and the areas regarding water consumption are left blank. The borough is in a severely water stressed area with demand outstripping supply. Schools have a particularly high water demand putting further pressure on the water supplies. As a result of the situation with water consumption, all developments are required to demonstrate reductions in potable water demand, with all major developments needing to demonstrate re-use of collected water.

The following condition is therefore necessary:

Condition

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The scheme shall also demonstrate how rainwater and grey water will be collected and treated appropriately for reuse in the building to further reduce potable water demand. The development must proceed in accordance with the approved scheme.

Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan and Policy EM8 of the London Borough of Hillingdon Local Plan Part 1.

Ecology

No ecology information has been submitted with the application, and the landscaping plan strangely does not show the whole site. The following condition is therefore necessary:

Condition

Prior to the occupation of development a plan showing how the borders of the site and existing wildlife area shall be enhanced to benefit biodiversity. In addition, the plan shall also show the inclusion of bat and bird boxes, as well as habitat walls. The development can only be occupied once the measures have been incorporated into the development.

Reason

To ensure the development delivers wildlife improvements in accordance with the NPPF, London Plan Policy 7.19 and Local Plan Part 1 Policy EM7.

HIGHWAY ENGINEER

The development proposals are for the provision of additional classroom facilities at the existing

Glebe Primary School. The proposed expansion is expected to be completed by 2018 and will have an intake of pupils on a year on year bases until fully occupied.

As part of the development, it is proposed to expand the existing staff car park within the site to provide a total of 37 car parking spaces. There are no proposals to provide additional cycle parking facilities.

When considering the development it is noted that the local area surrounding the site is predominantly residential in use and is lightly trafficked, other than at the start and end of the school day. Furthermore, it is noted that the site is located on a bus route (U10), which has a frequency of 4-6 minutes during school peak times and operates an on demand service allowing patrons to request the bus to stop in this area.

In order to assess the development in relation to the expected impact along the adjacent highway network, a Transport Assessment(TA) has been submitted in support of the development.

The TA has undertaken an assessment of the parking demand in relation to the existing and future on street parking capacity along the adjacent highway network, which has been based on the current modal share at the school and by undertaking a parking beat survey.

The parking beat survey was undertaken along Sussex Road, Glebe Avenue, Burnham Avenue, Tavistock Road and Milverton Drive within a 5 minute walking distance of the school. From the survey, it has been identified that during the existing morning peak period there is available on street parking capacity within the surrounding area, apart from Sussex Road, adjacent to the school and Burnham Avenue. During the afternoon peak period, the highway within the surrounding area is at capacity.

When considering the increased parking demand associated with the development, it is noted that there will be available capacity within the morning perk period. However, during the afternoon peak period, the surrounding highway network will be over capacity.

Therefore, it is considered that if mitigation measures are not provided, the proposed expansion of the school would result in an increase in parking demand at drop off/pick up times. Given the existing parking demand immediately adjacent to the school, mitigation measures are therefore required to achieve null detriment.

In order to consider the increase of vehicle trips associated with the development, the TA has undertaken a capacity analyses of the signal controlled junction of Western Avenue/Long Lane and the priority junctions of Long Lane/Glebe Avenue and Long Lane Swakeleys Road for the design year 2018 and future year - 2028.

From the assessment, it has been demonstrated that all three junctions will operate at or over capacity in both the design and future years with and without development traffic assigned to the highway network.

The TA has undertaken a review of accident data along the adjacent highway within a 400m radius of the school for a five year period. This shows the area is not an accident hotspot.

When assessing the proposed cycle parking provision within the site, this has been based on the current mode share at the school, which has identified that there is currently no demand for cycle parking. However, in order to encourage cycling, an additional 10 cycle parking spaces are required be provided.

The TA has identified a number of measures to mitigate against the increase in demand for on

street parking from the dropping off/picking up of pupils and by staff and associated vehicle trips. Measures will focus on achieving an increase in the existing mode share to encourage a shift away from car usage alongside peak spreading in order to achieve null detriment above the existing demand from the school.

The proposed mitigation measures will be incorporated within the existing school Travel Plan, which will include the expansion of existing before/after school clubs, staggering school start/end times and implantation of a car sharing scheme for staff and pupils.

However, additional measures are required to be identified and included to provide a robust Travel Plan, which should include age appropriate road safety education, the operation of a walking bus, a cycle club and the promotion of public transport. As a result, an up to date Travel Plan is required be submitted and agreed in writing by the LPA and implemented before occupation of the site, which should be secured under a suitable planning condition.

Thereafter, the Travel Plan is required to be reviewed at regular intervals (at least annually) and if required, update and/or amended in order that its aims and objective are achieved. A Travel Plan review is required to be undertaken and submitted to the LPA for approval and this should be secured under a suitable planning condition/S106 Agreement.

In addition to the mitigation measures detailed above, it is proposed to increase the existing cycle time at the signal controlled junction of Western Avenue/Long Lane, in order to achieve null detriment in terms of capacity. However, as the additional traffic through the junction will be negligible and will not have a material impact, there is no requirement to alter the existing cycle time.

When considering increased pedestrian movements associated with the expansion of the school, it is noted that the main pedestrian route to the site is along Glebe Avenue. This route passes along a section of highway adjacent to Ickenham rail station that only provides a pedestrian footpath along one side of the carriageway, which is limited in width. As a result, it is recommended that a Pedestrian Environment Review (PERS) and cycle audit be undertaken to establish specific in issues relation to pedestrians and cyclists

Furthermore, it is recommended that a scheme be devised to provide footway widening and traffic calming measures along Glebe Avenue and to undertake kerb realignment at the junction of Glebe Avenue and Sussex Road.

In addition, vehicle activated signs are required to be installed along the highway adjacent to the school and along Glebe Avenue before occupation of the site.

As part of the planning consent, the development is required to provide electrical charging points within the proposed staff car parking bays, which is required to be covered through a suitable planning condition.

Finally, a condition should be imposed on the planning consent requiring a traffic management plan to be provided before commencement of any works at the site in order to minimise the impact along the adjacent highway network during construction.

In summary, the flowing details are required to be made conditional to the planning consent;

- Submission of an updated Travel Plan to be agreed in writing by the LPA and implemented before occupation of the site and thereafter reviewed at regular intervals.
- Pedestrian Environment Review (PERS) and cycle audit to be undertaken.
- Traffic Management scheme footway widening and traffic calming measures along Glebe Avenue,

- Vehicle activated signs to be installed along Glebe Avenue and adjacent to the site,
- Provision of electric charging points,
- Provision of a management plan.

ACCESS OFFICER

Full planning permission is sought for the construction of a new purpose-built two-storey primary school for 630 pupils, and an additional 45 nursery children. The new school would replace the existing school building (which will remain in place until the new building is complete).

A total of 37 car parking spaces are proposed of which two would be accessible. Whilst the proposed provision falls below the Council's minimum 10% threshold, 2no. accessible parking bays in a primary school setting is considered to be adequate. The accessible parking bays shown on plan have been positioned closest to the new entrance, however, there appears to be no direct route from the car park to the main entrance. To access the building, it would seem that one would first be required to exit the car park via the vehicle entrance and travel back along Sussex Road. Further details in respect of the entrance access arrangements should be requested.

Automatic doors are shown on plan, which would lead into a welcome area with a general office and reception point. Details should be submitted to demonstrate that the reception point would be accessible to wheelchair users and people of short stature. The ground floor would incorporate two standard accessible toilet facilities and a hygiene facility which is shown on plan to include an H-frame track hoist. The proposed first-floor includes one accessible toilet facility which is considered to be adequate provision. The first-floor plan indicates a refuge area suitable for a single wheelchair user.

The following additional details should be requested:

1. The details submitted within the Design and Access Statement regarding level access are ambiguous as they refer also to ramped access. The new school should achieve level access from the external landscape into both the primary school and nursery element of the new building.
2. Notwithstanding the above observations on the hygiene facility, further details should be submitted to demonstrate that the provision would be designed in accordance with 'Changing Places' criterion.
3. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartment (e.g. within a classroom at first floor with suitable fire resisting compartmentalisation); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

Conclusion: Additional details required in respect of points 1, 2 and 3 above, or it may be appropriate to attach suitable planning conditions to any grant of planning permission.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under part 1, schedule 3, section 13 of the Education Act 1996, Local Authorities have a duty to educate children within their administrative area. The Hillingdon Primary Capital Schools Programme is part of Hillingdon Council's legal requirement to meet the educational needs of the borough. In recent years the borough, as well as the country as a whole, has seen a rise in birth rates up to 2008 and the trend has continued through 2009, 2010 and 2011. This growth in the birth rates, combined with net in migration and new large scale housing developments in the borough, has meant that there is now a

need to provide 34.5 additional primary school classrooms across the borough by 2015. This was ratified by the Council, at its Cabinet meeting in May 2010. The strategy is to provide permanent accommodation, as part of the programme to meet all existing and future needs in the period to 2015.

The Local Education Authority has undertaken a review of each of the fourteen school catchments, known as Educational Planning Areas, in terms of its educational needs and has identified schools to meet these needs having regard to the following:

- Whether they are within the statutory walking distance for pupils, this being two miles for a child under the age of eight or three miles for a child aged eight or over;
- Whether each school is of a sufficient site size for expansion (some local schools have been ruled out as the sites are too small);
- Where schools met the above criteria, those schools that are already very large and/or at which building works for expansion are already scheduled, have been excluded; and
- Consideration has been given to planning constraints and the school's operational requirements.

The Glebe School site has been chosen as a viable and appropriate location within Educational Planning Area 4 for the development of a new permanent primary school when assessed against the above criteria. The school is presently a mixed 2 FE school, however, due to the increase in birth rates and migration in to the Educational Planning Area of the school, there is a need for expansion by one form of entry, equating to an additional 21 classrooms. The proposals also look to replace all temporary accommodation on site. These classrooms, together with halls, offices and other associated spaces, are to be provided within a new two storey building arranged in an 'L' shape. A Type 5 Multi Use Games Area (MUGA) is to be provided at the northern end of the existing field in order to meet the requirements for hard play generated by the expansion in the school's capacity. Additionally, cycle and car parking capacity is to be increased. Several options were explored with regard to expanding the school and the proposed development is considered to be the most efficient use of the site.

In terms of planning policy, at the local level, Policies R9 and R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) support the principle of the redevelopment of the school and community facilities, subject to their compliance with other relevant development plan policies. In particular, the principle of providing new educational accommodation is considered acceptable, by virtue of Policy R10. This policy 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. Part A of this policy states:

"The Mayor will support the provision of early years, primary and secondary school and further and higher education facilities adequate to meet the demands of the growing and changing population and to enable greater educational choice, particularly in parts of London with poor education performance".

Part C of policy 3.18 goes on to state that:

"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."

Of further relevance is Part D which states:

"Proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts, which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations".

This policy recognises the need to increase educational provision and to ensure that educational establishments are capable of supporting the ever growing need for school places over the plan period.

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.

Playing Fields and Open Space

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. The MUGA is required in order to meet the hard play requirements for the 3FE school.

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.

Given that an element of the proposed development comprising the new Multi Use Games Area is to be sited on part of a playing field, Sport England was consulted. Sport England has considered the proposal against exception E5 of its 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.

Sport England acknowledges that the proposed new school and nursery buildings are to be built on previously developed land, not effecting playing field land or sporting provision and as such, has no comment to make regarding these parts of the proposed development.

The proposed new hard play areas which will be marked out with games courts will encroach slightly onto the grass playing field. Whilst the hard play games courts do not constitute a formal sports facility, they will be used for games and informal sport, including netball at a PE curriculum level. The hard play area infills an area of playing field land which is set back from the line of built form to its north and south. This in filled area is land incapable of forming a pitch or part of a pitch. The proposed hard play area is therefore considered acceptable to Sport England, as it meets exemption criteria E3.

The proposed MUGA is to be located to the north of the site, on an area of grass playing field. Sport England notes that play equipment is currently sited in this location, which renders that part of the site unusable for sport. In addition, the loss of usable playing field is less than the size of the MUGA, owing to the presence of the play equipment.

Sport England considers that the MUGA has scope to accord with its playing field policy, and in particular the exception E5. However, in order to assess whether the sporting benefit of the MUGA outweighs the loss of grass playing field, Sport England requires definitive details of the actual surface, size, courts layouts and fencing. Sport England has stated that the above matter can be dealt with by planning condition. In this instance, Sport England has therefore raised no objection, subject to conditions requiring details of the MUGA and community use of the sporting facilities on the school site. It is therefore considered that the provision of the MUGA will enhance the sporting function of the site, for both the school and the wider community. Accordingly, no objections are raised to the principle of the development.

Loss of Residential Use

The existing school building includes caretaker's flat at first floor level, at the northern end of the school building. This residential space cannot be severed from the school site in that access is via the Glebe Primary School. Furthermore, the utilities associated with the residential accommodation are also linked to the school. As such, the caretaker's accommodation is considered to be ancillary to the main Class D1 educational use of the site. Therefore, in policy terms, it is not considered that the redevelopment would involve a loss of independent Class C3 residential floorspace. Furthermore, the need for pupil places and the provision of a new primary school are considered to be of sufficient benefit

to outweigh the loss of the ancillary residential accommodation.

Conclusion

The site does not fall within the Green Belt and has no other specific designations. As is set out in the body of this report, it is considered that subject to relevant conditions, the scheme could achieve compliance with relevant development plan policies. As such, no objection is raised to the proposal in relation to policies R9 or R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policy 3.18 and the aspirations of the NPPF.

7.02 Density of the proposed development

Not applicable to this application. The London Plan density guidance relates specifically to residential 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 of the school site.

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

The site is bounded by the open land of Ickenham Marsh (designated Green Belt) beyond the playing fields on the east boundary of the school. Policy OL5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires development affecting the setting of the Green Belt to preserve the visual amenities of the Green Belt.

In this case, the scheme will consolidate the existing buildings on site into a single stand alone building. The proposed building would be sited further away from the site's eastern boundary with the Green Belt than the existing buildings to be demolished. It is considered that other locations within the school for the new school building would be more damaging to the openness of the adjoining Green Belt.

A Type 5 Multi Use Games Area (MUGA) is also proposed at the northern end of the existing field as part of the proposals. The MUGA would be surrounded by a fence some 3.2 metres high for most of its length, rising to 5 metres behind each goal. However, this will occupy a relatively small section of the school site and will be screened by a belt of trees from the sensitive Green Belt boundary. This will further reduce the visual impact. The remaining land adjacent to the school's eastern boundary with the Green Belt will be informal soft landscaping with tree planting and school playing pitches.

It is considered that the development has been designed to minimise impacts on the openness and visual amenity of the Green Belt, in compliance with Policy OL5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.06 Environmental Impact

Contaminated Land Issues

A Ground Investigation Report dated October 2012 has been submitted in support of the application.

The Environmental Protection Unit advises that historically, it does not appear that the site has had contaminative use. However, a canal feeder ran through the school which may have been filled about 1940. The report summarises the contamination testing of six

samples and details the soils present below the site. There is some made ground 1.5 metres to 2.3 metres deep on the site above two types of clay, which appears fairly inert . However the soil testing showed some elevated hydrocarbons at one location. This contamination is likely to be removed and the Environmental Protection Unit recommend a condition to that effect. In addition, insufficient information has been provided in the site investigation to determine whether there would be gas migration from the made ground.

The Environmental Protection Unit raises no major concerns with regard to ground contamination. However, in light of the above assessment conditions are recommended to effect the removal of the oily ground and any unknown contamination (eg: canal feeder), to assess gas levels and ensure that imprinted soils are free from contamination. Subject to these conditions, it is considered that the proposal can be implemented without the users of the school development being subject to any risks from soil contamination, in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

Saved UDP Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new developments to incorporate appropriate landscaping proposals.

There are no objections to the demolition of the existing buildings at the school site, which are not considered to be of particular architectural merit. The removal of the temporary mobile classrooms and a good quality modern block to replace the existing 1960's building would be considered an improvement to the appearance of the area and the street scene.

In terms of the layout and setting of the new building, its footprint would be 'L' shaped and closer to the street frontage than the existing building, but with new tree planting along the boundary with Sussex Road. The block has been broken-up into sections, laid out at varying angles, to reflect the line of the Sussex Road boundary. This fragmenting of the block also helps to reduce the impact of the two-storey structure. It is considered that the proposed building would be sufficiently set back from the school's boundaries and as such, there are no objections to its siting and layout.

Although the design of the new school building is not particularly inspiring, it is considered that this could be improved by providing a more prominent entrance feature, whilst the nursery entrance could also be improved by use of colourful materials. These could be secured by conditions.

The Urban design and Conservation Officer considers the scheme acceptable in principle, subject to a materials condition and a condition detailing the proposed entrances. Subject to these conditions, it is considered that the proposal is consistent with Policy PT1.BE1 (2012)- Built Environment, Hillingdon Local Plan Part 1 and Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to protect the amenity of neighbouring occupiers, requiring new buildings to be laid out, designed and of a scale which ensures that harm is not caused to

amenity in terms of loss of privacy, outlook and levels of sunlight and daylight.

The site is bounded by residential properties in Sussex Road, Tavistock Road and Glebe Road. The proposed building, which would have a maximum height of two-storeys, would be located closer towards the front (Sussex Road) boundary of the site than the existing building and would be screened from the street by new tree planting. The building would be located some 40 metres from the nearest property in Glebe Avenue (No.142) to the north, and 24 metres from the nearest property in Sussex Road, (No. 3) to the south. Accordingly, it is not considered that the proposed building would have a detrimental impact on residential amenity in terms of overdominance, loss of outlook or loss of light.

In terms of potential overlooking, a distance of 38 metres will be maintained between the first floor north facing windows and the boundary of the nearest property in Glebe Avenue. To the south, a distance of between 21 and 27 metres would be maintained between the south facing first floor windows and the boundary of the nearest property in Sussex Road (No. 3). As such, the proposal meets the minimum standards to prevent loss of privacy to adjoining occupiers. It is also noted that there is a belt of existing trees between the proposed building and the southern boundary, which will be enhanced as part of the proposed landscaping scheme. Notwithstanding this, it is recommended that the first floor south facing secondary windows serving the proposed ICT room be obscure glazed and non opening except at top vent level, to prevent the perception of overlooking into the garden of No 3 Sussex Road. This can be secured by condition.

With regard to the MUGA, this would be located in the north eastern corner of the school site, between 9 and 24 metres from the rear gardens of properties fronting Glebe Avenue. The drawings indicate that the MUGA fence be 3.2 metres high for most of its length, rising to 5 metres behind each goal. Given its distance from the school's northern boundary and the interveigning belt of trees and wild life habitat, it is not considered that the MUGA would have any detrimental impact on residential amenity in terms of loss of outlook.

It is noted that this area is already used as a play area and no objections are raised in principle to the MUGA in this location. However, it is recommended that conditions regarding hours of use 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, in compliance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Saved UDP Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) are concerned with traffic generation, on-site parking and access to public transport.

The planning application includes a Transport Assessment (TA), which reviews the existing traffic and highways conditions in the area surrounding the school. It considers the impact of the expansion on the local highway network and in particular, road safety, capacity for on-street parking, parking demand and junction capacity. The TA takes the site as a whole into consideration and assesses the number of pupils on the school role, and staff for each element.

Parking Demand/Provision

The proposed expansion of the school is expected to be completed by 2018 and will have an intake of pupils on a year on year bases until fully occupied. It is proposed to expand the existing staff car park within the site to provide a total of 37 car parking spaces. There are also proposals to provide additional cycle/scooter parking facilities. The proposed level of off street parking is considered adequate. However, should approval be granted, the development is required to provide electrical charging points within the proposed staff car parking bays. This can be covered through a suitable planning condition.

The Highway Engineer notes that the surrounding area is predominantly residential and is lightly trafficked, other than at the start and end of the school day. Furthermore, it is noted that the site is located on a bus route (U10), which has a frequency of 4 to 6 minutes during school peak times and operates an on demand service.

The TA has undertaken an assessment of the parking demand in relation to the existing and future on street parking capacity along the adjacent highway network. This has been based on the current modal share at the school and by undertaking a parking beat survey along surrounding roads, within a 5 minute walking distance of the school. From the survey, it has been identified that during the existing morning peak period, there is available on street parking capacity within the surrounding area, apart from Sussex Road, adjacent to the school and Burnham Avenue. During the afternoon peak period, the highway within the surrounding area is at capacity.

Therefore, the Highway Engineer considered that if mitigation measures are not provided, the proposed expansion of the school would result in an increase in parking demand at drop off/pick up times.

The TA has identified a number of measures to mitigate against the increase in demand for on street parking from the dropping off/picking up of pupils and by staff and associated vehicle trips. Measures will focus on achieving an increase in the existing mode share, to encourage a shift away from car usage along side peak spreading in order to achieve null detriment above the existing demand from the school.

The proposed mitigation measures are to be incorporated within the existing school Travel Plan, which will include the expansion of existing before/after school clubs, staggering school start/end times and implementation of a car sharing scheme for staff and pupils.

In addition, the Highway Engineer has identified additional measures to provide a robust Travel Plan, which include age appropriate road safety education, the operation of a walking bus, a cycle club and the promotion of public transport. These measures could be incorporated into the School's updated Travel Plan and be implemented before occupation of the site. This can be secured by condition.

Cycle Parking

When assessing the proposed cycle parking provision within the site, this has been based on the current mode share at the school, which has identified that there is currently no demand for cycle parking. However, in order to encourage cycling, an additional 10 cycle parking spaces are required be provided. This can be secured by condition.

Traffic Generation

The TA has undertaken a review of accident data along the highway adjacent to the school for a five year period. As a result, it is has been demonstrated that there are no

established patterns identifying specific road safety issues within the surrounding area of the school.

In order to consider the increase of vehicle trips associated with the development, the TA has undertaken a capacity analyses of the signal controlled junction of Western Avenue/Long Lane and the priority junctions of Long Lane/Glebe Avenue and Long Lane Swakeleys Road for the design year 2018 and future year 2028. From the assessment, it has been demonstrated that all three junctions will operate at, or over capacity in both the design and future years, with and without development traffic assigned to the highway network.

In addition to the mitigation measures detailed above, the submitted TA proposes to increase the existing cycle time at the signal controlled junction of Western Avenue/Long Lane, in order to achieve null detriment in terms of capacity. However, the Highway Engineer considers that as the additional traffic through the junction will be negligible and will not have a material impact, there is no requirement to alter the existing cycle time at this junction.

Pedestrian and Cycle Access/Safety

In terms of pedestrian movements associated with the expansion of the school, the main pedestrian route to the site is along Glebe Avenue. This route passes along a section of highway adjacent to Ickenham Railway Station that only provides a pedestrian footpath along one side of the carriageway, which is limited in width. As a result, it is recommended that a Pedestrian Environment Review (PERS) and cycle audit be undertaken to establish specific issues relation to pedestrians and cyclists.

Furthermore, it is recommended that a scheme be devised to provide footway widening and traffic calming measures along Glebe Avenue and to undertake kerb realignment at the junction of Glebe Avenue and Sussex Road. In addition, vehicle activated signs are required to be installed along the highway adjacent to the school and along Glebe Avenue before occupation of the site.

Finally, a condition is recommended on any planning consent, requiring a traffic management plan to be provided before commencement of any works at the site in order to minimise the impact along the adjacent highway network during construction.

Conclusion

Overall, the Highway Engineer raises no objection to the highways and transportation aspect of the development, subject to the above issues being covered by suitable planning conditions. It is considered that the application satisfactorily addresses traffic generation, on-site parking and access issues, in compliance with Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design

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 Sussex Road street scene. The modern design, articulation and use of a range of materials adds variation and interest to the building and the layout is

logical and makes best use of a relatively constrained site.

Public and private areas have also been organised to allow for zoning of facilities such as sports halls, MUGAs, ICT and library suites for community use.

Whilst the building would be visible from Sussex Road, it is not considered that it would appear as so dominant that refusal could be justified. 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 street scene. Notably, no objections have been raised by the Council's Urban Design/Conservation Officer, subject to conditions regarding materials and details of entrances.

Security

The following strategies are incorporated into the design:

- 1.4 metre high anti-climb perimeter fencing with 1.8 metre high fencing in areas to be zoned off.
- Lockable gates will be provided where appropriate;
- A new CCTV system covering all entrances off Wood End Green Road;
- Appropriate zoning for site / building lock-down for out-of-hours community use;
- All specified doors and windows will be secured by design accredited;
- A new intruder alarm system to be installed throughout the school.

The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

The Access Officer raises no objections to the number of accessible parking bays. However, details of the route from these bays to the entrances is are not clear. Furthermore, details of the reception point are required, to ensure they are accessible to all. The Access Officer also notes that the details submitted within the Design and Access Statement regarding level access are ambiguous, as they refer also to ramped access, but no details have been provided of this.

Generally the Access Officer raises no objections to the proposals, subject to a condition requiring the submission of the above mentioned details and a condition requiring details of an emergency evacuation plan/fire strategy. Subject to these conditions, the scheme is considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. The trees on the school grounds are not protected by Tree Preservation Order or Conservation Area

designation. Nevertheless, it is considered that they contribute to the recreational landscape and environmental quality of the site, providing screening from neighbours and spatial definition within the site. They are also considered valuable for biodiversity.

The Design & Access Statement sets out clear landscape objectives for the school grounds, including the provision of a high quality environment, and the benefits of visual and ecological enhancement of the school grounds, through the introduction of new planting and habitat creation.

The submission is supported by a Tree Report which assesses the condition and value of 23 individual trees. 3 low value trees are shown to be removed in the interests of good arboricultural management. The report also identifies 6 trees requiring safety works. This includes the two mature Weeping Willows in the playing fields and the 3 Purple leafed Plums in the south-east corner of the school site. The recommendation for the Pissard Plums is to reduce the crowns, or remove the trees altogether. No objections are raised to the removal of these trees, subject to suitable additional or replacement tree planting.

A landscaping masterplan provides the general arrangement of hard and soft landscape features within the context of the new 'L' shaped building. This includes breaking up and softening with planting the car park in the in the north-west corner of the site, a soft (planted) edge of trees and hedges along the Sussex Road frontage and the retention and re-reinforcement of tree planting in the south-west corner. New native tree and shrub planting is proposed along the southern boundary (together with a serpentine edge of wildflower meadows along the east boundary, wrapping around the north-east corner of the site. Approximately 16 new trees are proposed.

The Tree and Landscape Officer states that if the 3 plum trees in the south-west corner are to be removed, replacement planting will be required. Full hard and soft landscape details would also be required, including planting plans, supported by schedules, specifications and management and maintenance details. These can be secured by condition. In addition, details of the protective fencing could be secured by condition.

Subject to the above mentioned conditions, the Tree/Landscape Officer considers that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

ECOLOGY

Local Plan Part 1 Policy EM7 seeks the provision of biodiversity improvements from all development, where feasible. Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement.

Although the trees in the school grounds may be valuable for biodiversity, the application site itself is not considered to have a high ecological value. The current use and management regime of the site as a school reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. However, the additional tree planting and retention of the small wildlife habitat area will contribute towards the promotion of nature conservation interests in the area, in compliance with relevant policies.

Although the submitted plans show the existing wildlife area in the northwest corner of the

school site to be retained and enhanced, no detailed ecology information has been submitted with the application. The Sustainability Officer therefore recommends a condition requiring details of how the borders of the site and existing wildlife area shall be enhanced to benefit biodiversity. In addition, the plan should also show the inclusion of bat and bird boxes, as well as habitat walls.

Subject to this condition, it is considered that the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area and deliver wildlife improvements, in accordance with the NPPF, London Plan Policy 7.19 and Local Plan Part 1 Policy EM7.

7.15 Sustainable waste management

Deliveries, servicing and refuse collections currently take place on street, with refuse receptacles being transferred from a holding area located within the car park. Refuse collections are undertaken on a weekly basis. Recycling collections do not occur at the school due to vehicle weight restrictions on the local roads approaching the site.

A new secure refuse store will be located in a dedicated fenced off area adjacent to the western boundary of the new school building. All refuse, deliveries and servicing arrangements will remain as existing. Refuse collection will be undertaken on-street with the site manager taking refuse bins out, as at present. No refuse vehicles will enter the site. As such, the refuse area will provide waste and recycling storage facilities for the primary school in accordance with planning policy standards.

7.16 Renewable energy / Sustainability

Policy PT1.EM1 of Hillingdon Local Plan Part 1 requires climate change mitigation to be addressed at every stage of the development process. 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.

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. These documents confirm that the proposed building will achieve a 25% reduction in CO₂ emissions over part L of the Building Regulations. A pre-BREEAM assessment has been included with the application, which demonstrates that at this stage of the design process, the proposals are likely to 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, energy efficient lighting, natural ventilation, etc, photovoltaic panels would be provided on the roof of the building, to provide a portion of the site's energy needs through the use of a renewable energy. The energy statement sets out that in order to comply with Part L, 255 sqm of Solar Photovoltaic Panels will be required. Furthermore, electric vehicle charging points 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. A condition is recommended requiring the development not be occupied until measures set out in the Energy Statement have been complied with.

In addition, as stated elsewhere in this report, a condition requiring a scheme for the

reduction of potable water, including the harvesting and reuse of rainwater, as well as the recycling and reuse of greywater is recommended.

Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan Part 2 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. London Plan Policy 5.13 refers to Sustainable Drainage and seeks to ensure that surface water run-off is managed as close to its source as possible.

Given that the development site area exceeds 1 hectare, a full Flood Risk Assessment (FRA) has been submitted in support of this application. The FRA notes that the site is partly located within Flood Zone 2.

A drainage strategy has been compiled to incorporate suitable SUDS techniques to cater for the increase in flood volumes and rates of discharge of surface water run-off from the site and reduce the flood risk to the site and neighbouring sites. The suitability of the various SUDS techniques available is dependent on a series of factors, including the results of the site specific ground investigations. The ground investigations have determined that the use of soakaways is not an appropriate method of surface water disposal. The use of retention ponds and swale networks has also been discounted as impracticable due to the lack of available space and the excessive area they would sterilise.

The proposed surface water drainage strategy includes on-site attenuation in the form of porous paving and associated below-ground storage. It also includes a new discharge off site, to the public sewer in Sussex Road (restricted to 5 l/sec), which will provide some alleviation of flows to the adjacent Ickenham Stream. In addition, rain water harvesting systems, used to flush toilets, are to be incorporated into the scheme.

The Environment Agency raises no objections subject to the implementation of a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA). Notably the Council's Flood Risk/Drainage Officer has raised no objections, subject to conditions requiring details of sustainable water management and a scheme for the reduction in potable water. Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

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, would also be located away from 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

schoolhours. 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, the new 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 does not fall within an Air Quality Management Area. 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

A public consultation event was held at the school and was attended by local residents and parents at the school. Ward Councillors have been kept informed of the proposals during the pre-application process. The comments raised by objectors have been addressed in the report, or have been covered by conditions/informatives.

7.20 Planning Obligations

Not applicable to this development as matters can be dealt with by condition. 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 relevant in this case.

7.22 Other Issues

There are no other issues associated with this application.

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

10. CONCLUSION

The application proposes a new three form entry primary and nursery school replacing the two form primary school and nursery currently located at the school site. The proposal also includes a new MUGA and associated works. The proposed development will address the shortfall in pupil places in the Education Planning Area over the next five years.

The principle of the provision of additional school places through the expansion of the existing school site is in accordance with national, regional and local planning policy. The provision of the MUGA is considered to be of significant benefit to the school and local community, which outweighs the loss of part of a playing field. Furthermore the existing functional capacity of the existing playing fields is not adversely affected. The site does not fall within the Green Belt and has no other specific designations. Accordingly, no objections are raised to the principle of the development.

The proposed development is considered to enhance the visual amenities of the school site and the Sussex Road street scene and would be in keeping with the character and appearance of the surrounding area. A comprehensive approach to landscaping and tree protection has been provided. In addition, the scheme would not have any significant detrimental impact on the amenity of the nearest residential occupants, subject to conditions.

The proposals will not increase surface water runoff, through the incorporation of sustainable drainage techniques. The proposals will also provide an energy efficient building, reducing its CO2 emissions in line with London Plan Policy, by through the incorporation of photovoltaic panels. It has also been demonstrated that the proposals are likely to achieve a Breeam rating of Excellent.

It is anticipated that the proposals will result in an increase in traffic. However, all junctions have been assessed as having the ability to operate effectively, subject to the implementation of a School Travel Plan. As such, the development would not result in such an increase in traffic or parking demand that would result in an unacceptable impact on the surrounding road network. Approval is recommended accordingly.

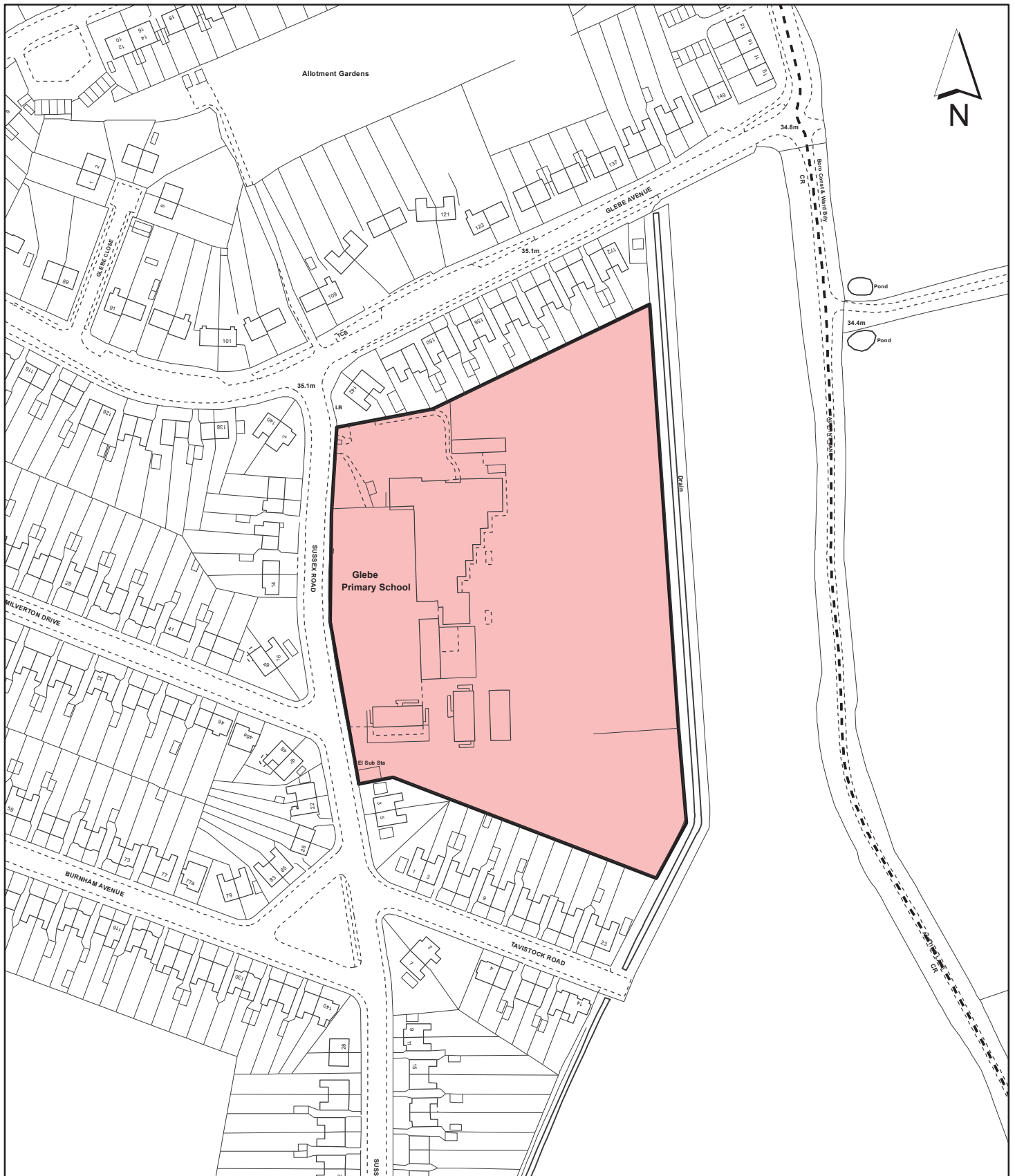
11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
National Planning Policy Framework (NPPF)

Sport England's policy statement 'A Sporting Future for the Playing Fields of England'
The Ministerial Statement 'Planning for Schools Development'
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)
Hillingdon Supplementary Planning Document: Residential Layouts

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Notes

 Site boundary

For identification purposes only.

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Site Address

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**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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Telephone No.: Uxbridge 250111

Planning Application Ref:

8004/APP/2012/3183

Scale

1:2,000

Planning Committee

North

Date

**March
2013**



HILLINGDON
LONDON