

Report of the Head of Planning & Enforcement Services

Address RUISLIP GARDENS PRIMARY SCHOOL STAFFORD ROAD RUISLIP

Development: Part demolition of the existing building, erection of a new two storey extension, re-organisation and expansion of existing car park, extension of hard play area, introduction of a drop-off/pick-up facility and associated works.

LBH Ref Nos: 4183/APP/2012/3090

Drawing Nos:

- 8228/A/100 Rev. P3 (Site Location Plan)
- 8228/A/101 Rev.P3 (Existing Site Plan Showing Demolition)
- 8228/A/102 Rev.P3 (Existing Ground Floor Plan)
- 8228/A/103 Rev.P3 (Existing First Floor Plan)
- 8228/A/104 Rev.P3 (Existing Roof Plan)
- 8228/A/112 Rev.P12 (Proposed Site Plan)
- 8228/A/113 Rev.P13 (Ground Floor Plan Proposed)
- 8228/A/114 Rev.P10 (First Floor Plan Proposed)
- 8228/A/115 Rev.P4 (Roof Plan Proposed)
- 8228/A/120 Rev.P5 (Logistics & Phasing Plan)
- 8228/A/121 Rev.P5 (Logistics & Phasing Plan)
- 8228/A/123 Rev.P7 (Proposed Elevations)
- 8228/A/124 Rev.P5 (Proposed Sections)
- 8228/A/128 Rev.P4 (Proposed West Elevation)
- 8228/A/139 Rev.P1 (Proposed Refuse Enclosure)
- 8228/A/141 Rev.P2 (Proposed Fire Strategy Sheet 1)
- 8228/A/142 Rev.P2 (Proposed Fire Strategy Sheet 2)
- 8228/A/143 Rev.P2 (Proposed Fire Strategy Sheet 3)
- 8228/A/144 Rev.P3 (Site & Building Access Strategy)
- 8228/A/150 Rev.P1 (Existing Sections)
- 8228/A/151 Rev.P1 (Existing Elevations)
- 8228/A/152 Rev.P1 (Existing Elevations)
- 8228/A/153 Rev.P1 (Existing Elevations)
- 8228/E/002 Rev.B (Electrical Services)
- OS 483-12.1 Rev.D (Tree Retention & Removal Plan)
- OS 483-12.2 Rev.D (Tree Protection Plan)
- 1241/LL/101 Rev.F (Landscape Layout)
- 1241/LP/301 Rev.B (Planting Plan)
- 2915/015/086
- 2915/015/087
- 2915/015/088
- 2915/015/089
- 8228/A/SK10 Rev.P (Distances & DDA Toilets)
- 8228/A/SK09 Rev.P (Distances & DDA Toilets)
- Design & Access Statement prepared by Mace dated December 2012
- Planning Statement prepared by Montagu Evans dated December 2012
- Statement of Community Involvement prepared by Montagu Evans dated December 2012
- Transport Assessment prepared by Robert West dated December 2012 (ref: 2915/022/R027B)
- Level 2 Flood Risk Assessment prepared by Robert West dated December 2012 (ref: 2915/022/R030)

Sustainability Checklist
Energy Statement dated November 2012 Rev.01
Arboricultural Impact Assessment prepared by Open Spaces dated
February 2013
Validation and Calibration of Traffic Models provided by Robert West
Traffic Flow Diagrams provided by Robert West
WC specification

Date Plans Received:	12/12/2012	Date(s) of Amendment(s):	18/12/2013
Date Application Valid:	18/12/2012		15/02/2013
			31/01/2013

1. SUMMARY

This application seeks full planning permission for the expansion of Ruislip Gardens Primary School in Ruislip, through the part demolition of the school's single-storey southern most wing and its replacement with a two-storey extension; the reorganisation and expansion of the existing car park; extension of hard play space; the provision of a drop-off/pick-up facility at the front of the school site; landscaping; and ancillary development.

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

Accordingly, the Council wishes to expand Ruislip Gardens Primary School from two forms of entry to three forms of entry to provide additional places for the children of the borough. The new school will provide capacity for a total of up to approximately 630 pupils, up to 92 nursery aged children (split into two sessions) and approximately 130 staff.

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and Local Plan: Part 2 policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Furthermore, Sport England have confirmed that there would be no significant loss of usable playing field as a result of the proposals and, as such, no objections have been raised in this respect.

It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant 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 Local Plan and London Plan policies and, accordingly, approval is recommended.

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 COM3 Time Limit

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

REASON

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

3 COM4 Accordance with Approved Plans

Development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 8228/A/100 Rev.P3, 8228/A/101 Rev.P3, 8228/A/102 Rev.P3, 8228/A/103 Rev.P3, 8228/A/104 Rev.P3, 8228/A/112 Rev.P12, 8228/A/113 Rev.P13, 8228/A/114 Rev.P10, 8228/A/115 Rev.P4, 8228/A/120 Rev.P5, 8228/A/121 Rev.P5, 8228/A/123 Rev.P7, 8228/A/124 Rev.P5, 8228/A/128 Rev.P4, 8228/A/139 Rev.P1, 8228/A/141 Rev.P2, 8228/A/142 Rev.P2, 8228/A/143 Rev.P2, 8228/A/144 Rev.P3, 8228/A/150 Rev.P1, 8228/A/151 Rev.P1, 8228/A/152 Rev.P1, 8228/A/153 Rev.P1, 8228/E/002 Rev.B, OS 483-12.1 Rev.D, OS 483-12.2 REv.D, 1241/LL/101 Rev.F, 1241/LP/301 Re.B, 2915/015/086, 2915/015/087, 2915/015/088, 2915/015/089, 8228/A/SK10 Rev.P and 8228/A/SK09 Rev.P, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

4 COM5 General compliance with supporting documentation

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

Reduction in energy use and renewable technology installation [Sustainability Checklist, Energy Statement dated November 2012 Rev.01]

SUDS [Level 2 Flood Risk Assessment prepared by Robert West dated December 2012]

Fully accessible development [Design and Access Statement prepared by Mace dated December 2012]

Highway Mitigation Measures [Transport Assessment prepared by Robert West dated December 2012]

Landscaping [Arboricultural Impact Assessment prepared by Open Spaces dated February 2013]

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 OE1, OE8, R16, AM2, AM9, AM7 and AM13 of the Hillingdon Local Plan: Part 2, and policies 3.1, 3.8 and Chapter 6 of the London Plan (2011).

5 COM7 Materials (Submission)

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

Details should include 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 of the Hillingdon Local Plan: Part 2.

6 COM8 Tree Protection

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

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- a. There shall be no changes in ground levels;
- b. No materials or plant shall be stored;
- c. No buildings or temporary buildings shall be erected or stationed.
- d. No materials or waste shall be burnt; and
- e. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 2.

7 COM9 Landscaping (including refuse/cycle storage)

Within 3 months of the date of this consent a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Storage racks/pods for 20 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 Unitary Development Plan Saved Policies (September 2007) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan.

8 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 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

9 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to 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.

10 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources, hours of illumination and intensity of illumination.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Unitary Development Plan; and
To protect the ecological value of the area in accordance with Policy EC3.

11 SUS6 Green Travel Plan

Prior to the first occupation of the development hereby approved, the details of the proposed mitigation measures identified within the Transport Assessment (ref: 2915/022/R014C), including expansion of the existing breakfast/after school clubs, staggering of the start/end school times, implementation of car sharing initiatives and the promotion of walking and cycling initiatives, shall have been submitted to and approved in writing by the Local Planning Authority as part of the school's revised Travel Plan. Thereafter a Travel Plan review shall be undertaken and submitted in writing to the Local Planning Authority for approval annually. 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.

12 NONSC Fire Evacuation Plan

Prior to the first occupation of the development hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and AM16 of the Hillingdon Local Plan: Part 2 and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

13 NONSC Environment Agency condition

Within three months of the date of this consent the following information shall be provided to and approved in writing by the Local Planning Authority:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and other SUDS features. 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 similar, 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 year critical duration storm event, with an appropriate allowance for climate change. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.
- g) Methods to minimise the use of potable water, such as incorporation of water saving measures and equipment; provision of water collection facilities to capture excess rainwater; and measures to show how rain and grey water will be recycled and reused in the development.

The scheme shall ensure the onsite drainage meets the details set out in the FRA, document reference 2915/022/R030 dated December 2012. This includes a restriction in run-off to Greenfield rates of 5 l/s and surface water storage on site. The Sustainable Drainage Systems as detailed within Appendix H of the FRA must be used on site. This includes the use of lined porous paving and underground attenuation tanks.

REASON:

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity, in accordance with policies OE7 and OE8 of the Hillingdon Local Plan: Part 2.

14 NONSC Traffic Management Plan

Prior to the commencement of development a traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall provide details in relation to 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.

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).

15 NONSC Highway mitigation measures

Within 3 months of the date of this consent full details of the proposed physical highway mitigation measures, as detailed in the approved Transport Assessment by Robert West dated December 2012 (ref: 2915/022/R027B), including any alterations to existing road

markings outside the school, provision of single yellow lines opposite Sidmouth Drive and the provision of a school crossing facility, shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to first occupation of the approved development.

REASON

To ease congestion along Stafford Road and in the surrounding area and in the interests of highway and pedestrian safety in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2.

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.

BE8	Planning applications for alteration or extension of listed buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R4	Proposals that would involve the loss of recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.

AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

3 I1 Building to Approved Drawing

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

4 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 I11 The Construction (Design and Management) Regulations 1994

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

6 I12 Notification to Building Contractors

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

7 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control

of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

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

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

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

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

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

8 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

9 134 Building Regulations 'Access to and use of buildings'

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

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

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

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

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

is reasonable.

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- 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.

10 158 Opportunities for Work Experience

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

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

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The Council's Access Officer has provided the following advice:

- a) 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 Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
- b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
- c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.
- d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- e) Care must be taken to ensure that overspill and/or other interference from induction

loops in different/adjacent areas does not occur.

f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

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You are advised that the approved scheme should employ lights that automatically turn off when rooms are not in use.

3. CONSIDERATIONS

3.1 Site and Locality

Ruislip Gardens Primary School occupies an approximately 4.3 hectare roughly triangular shaped plot located on the west side of Stafford Road in Ruislip. The site comprises the main school building, a predominantly two-storey brick built building with a taller, three storey equivalent tower, and single-storey elements to the rear, which is located towards the front (east) of the site; playground, located to the rear of the building; playing fields; and associated facilities. Access is via Stafford Road and limited car parking is located at the front of the site.

The application site itself comprises an area of approximately 2.5 hectares, which accommodates the entire built up area of the site and part of the playing field.

The school lies on the edge of a predominantly residential area. It is bounded to the north by the London Underground Central Line railway line; to the south west by open space; and to the west by Stafford Road and residential properties. A private nursery is located adjacent to the southern end of the building.

The entire school site falls within the development area as designated in the Hillingdon Local Plan. The existing school building is locally listed. The adjoining land to the south west falls within the Green Belt and is designated as a Countryside Conservation Area.

3.2 Proposed Scheme

This application seeks full planning permission for the part demolition of the existing school's single-storey southern wing, and the erection of a two-storey extension to accommodate additional classrooms; the creation of a new drop-off/pick-up facility at the front of the site; the reorganisation and expansion of the existing car park; extension of the existing hard play area; and ancillary development. Some reconfiguration of space within the existing building would also take place.

The proposed extension, which would be attached to the existing building's southern wing, and would require the part demolition of the existing single-storey wing, would comprise six classrooms, WC facilities, circulation space and ancillary facilities. It would predominantly be two-storey, finished with a flat roof. However, the western most end of the extension would be single-storey.

The south west corner of the playground would be extended to the west, onto an area of playing field which currently accommodates play equipment and two trees. The play equipment would be reprovided to the west of the existing playground.

A new drop-off/pick-up facility would be created at the front (east) of the site for parents

driving their children to school. The applicant has advised that this would be a managed facility which would help to ease short-term parking demand along Stafford Road.

The schools existing car park would be reconfigured and expanded to provide a total of 55 car parking spaces, including three disability standard spaces, for staff and visitors only. This represents an increase of 28 spaces. A pedestrian access route would be provided around the car park to give pupils access to and from the playground at the start and end of the school day.

Storage for the parking of 20 scooters and enlarged refuse storage facilities would be provided towards the front of the site. The existing cycle storage facilities, which accommodate up to 46 bicycles, would be retained, although they would be relocated towards the front of the school site.

New tree planting and landscaping would take place at the front of the site, along the boundary to the rear of properties in Stafford Road and to the south west of the playground.

3.3 Relevant Planning History

4183/APP/2004/1902 Ruislip Gardens School Stafford Road Ruislip
ERECTION OF A SINGLE STOREY BUILDING ON PLAYING FIELD FOR USE AS A
CHANGING ROOM

Decision: 06-09-2004 Approved

4183/APP/2010/1325 Ruislip Gardens Primary School Stafford Road Ruislip
Replacement canopy to rear.

Decision: 16-08-2010 Approved

4183/E/79/1371 Ruislip Gardens Primary School Stafford Road Ruislip
Educational dev. - 721sq.m. (Full)(P)

Decision: 27-12-1979 ADH

4183/S/99/1342 Ruislip Gardens School Stafford Road Ruislip
Erection of a single storey rear extension to form new classroom

Decision: 08-10-1999 Approved

Comment on Relevant Planning History

The site has an extensive planning history as summarised above.

4. Planning Policies and Standards

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

Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Guidance - Land Contamination

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- BE8 Planning applications for alteration or extension of listed buildings
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- 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
- R10 Proposals for new meeting halls and buildings for education, social, community and health services
- R4 Proposals that would involve the loss of recreational open space
- R16 Accessibility for elderly people, people with disabilities, women and children
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people

- with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 25th January 2013

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 54 local owner/occupiers, the South Ruislip Residents' Association and the Ruislip Gardens Residents' Association. Site and press notices were also posted. Six letters of objection and two letters of support have been received.

The letters of objection raise the following concerns:

- i) Residents are often blocked in and given abuse by parents dropping off/picking up children at the school. Some parents even park on residents' drives and leave their cars there.
- ii) People start arriving for the football club on Sundays from 9am. If the gates aren't open they play football in front of the houses, screaming and using bad language. This goes on to 4pm. It also causes parking problems for residents and their visitors.
- iii) Access for emergency services is restricted.
- iv) If an event is held at the school residents are unable to move.
- v) Vandals climb lampposts and trees, pulling off branches while their parents watch.
- vi) The drop-off and pick-up point won't work as children finish at different times and this will cause queues the length of the estate.
- vii) The Planning Committee deliberately obstructs negative input into the scheme.
- viii) Overflow children from outside the area will attend the school, increasing the population of the area and reducing the recreational facilities.
- ix) Loss of landscaping in front of the school is uninspiring for children who will see increased tarmac.
- x) The road system is inadequate.
- xi) The facility should be built on the green space along Bridgewater Road, near the Central Line.
- xii) Impact on local sewers.
- xiii) People should be discouraged from moving to the borough and encouraged to move to other parts of the country where there is less pressure on local infrastructure.
- xiv) The Government is trying to destroy the education of the country.
- xv) Disabled residents who find it difficult to walk have to park further down the road because of parents parking inconsiderately.
- xvi) Cycling to school won't be popular, especially if parents have more than one child and no other transport links are implemented.
- xvii) There is an inordinate amount of traffic leading off West End Road and commuters already use surrounding roads for parking. HS2 will also cause more traffic problems, as has the building of Ruislip High School.
- xviii) Roads on the estate are often at gridlock.

- ix) Additional traffic at entrance to estate.
- xx) Increase in pollution.
- xxi) Impact on construction traffic.
- xxii) Inadequate consultation.

The letters of support make the following comments:

- i) This is a necessary expansion. The birth rate has risen in recent years, so the school will face demand for more spaces sooner or later.
- ii) Currently the school car park is not big enough and there is insufficient space outside the school for most parents who drive cars to pick up their kids. Therefore, a drop-off/pick-up facility is very important to improve safety and avoid incidents and accidents, especially for the children.
- ii) The new proposal is a good idea as it benefits the staff and the children who attend for modern facilities to enhance their learning. However the new proposal must not remove too much green land as this space is used for sport as well as recreation after school for the children.

It should be noted that the applicant has submitted a Statement of Community Involvement, which provides details of consultation, which was carried out by the applicant, prior to submission of the planning application. A consultation event was held with residents, parents and teachers in September 2012. Attendees were asked to fill in feedback forms at the event, copies of which have been provided. 66 forms were filled in. Two attendees were fully in support of the plans, 24 attendees were in favour but had concerns, 36 were opposed to the plans and four were unsure. The concerns raised primarily related to parking, traffic/congestion, highway/pedestrian safety, the drop-off/pick-up facility, pollution, noise, construction traffic, drainage, water pressure, lack of need, children being bussed in from other parts of the borough, the school will suffer from being too big and insufficient consultation.

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 extension, new games area, car parking and replaced climbing frame are on part of the playing field which, due to presence of trees, hard standing and other structure would prevent the laying out of a pitch.

The proposal is therefore considered to accord with Policy Exception E3 of Sport England's Playing Field Policy in that:

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 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 facilities on the site.

This being the case, Sport England does not wish to raise an objection to this application.

ENVIRONMENT AGENCY

No objections are raised to the proposed development subject to the inclusion of a condition. Without the inclusion of this condition we consider the proposals an unacceptable risk to the environment.

Condition

In order to check that the proposed storm water system is acceptable, the following information must be provided:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and other SUDS features. 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 similar, 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 year critical duration storm event, with an appropriate allowance for climate change. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths

The scheme shall ensure the onsite drainage meets the details set out in the FRA, document reference 2915/022/R030 dated December 2012. This includes a restriction in run-off to Greenfield rates of 5 l/s and surface water storage on site. The Sustainable Drainage Systems as detailed within Appendix H of the FRA must be used on site. This includes the use of lined porous paving and underground attenuation tanks.

Reason:

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

Internal Consultees

HIGHWAY ENGINEER

The development proposals are for the provision of additional classroom facilities at the existing Ruislip Gardens Primary School to provide for an increase in staff and pupils at the site. The

proposed expansion is expected to be completed by 2013 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 55 car parking spaces. There are no proposals to provide additional cycle parking facilities.

A drop off/pick up area will be provided within the site that will be use by parents of younger pupils attending the school, which will be operated and marshalled by staff. As a result, a separate access and egress will be constructed along Stafford Road and the existing Keep Clear marking along the carriageway will be extended. In addition, it is proposed to provide a zebra crossing adjacent to the school along Stafford Road.

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 during the peak periods associated with the dropping off and picking up of children. Additionally, it is noted that vehicle speeds within the area of the site are low.

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 proposals.

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 existing mode share at the school and by undertaking a parking beat survey.

The parking beat survey was undertaken along Stafford Road, Bromley Crescent, Acorn Grove and Bedford Road up to the junction with Trevor Crescent. From the surveys, it has been identified that during the existing morning peak period there is available on street parking capacity within the surrounding area, excluding Stafford Road, which is at capacity. However, during the afternoon peak period, the highway is over capacity between 1510 and 1530.

When considering the increased parking demand associated with the development, the surrounding highway network will be at capacity in both the morning and afternoon peak periods.

Therefore, it is considered that if mitigation measures are not provided, the expansion of the school would result in an increase in parking demand and current levels of congestion at peak times. As a result, mitigation measures are required in order to achieve null detriment above the existing operation of the school.

When considering the increase in vehicle trips associated with the development, a capacity analysis has been undertaken of the signal controlled junction of West End Road/Bridgewater Road and the priority junctions of Bedford Road/West End Road and Sidmouth Drive/West End Road during the design year 2019 and future year 2029.

From the assessment, it has been demonstrated that the junctions of West End Road/Bridgewater Road and Bedford Road/West End Road will operate at or over capacity in both the design and future years with and without development traffic assigned to the highway network. The junction of Sidmouth Drive/West End Road will operate within capacity.

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 that relate to the operation of the school.

When assessing the requirement for additional cycle parking, this has been based on the existing

mode share, which has identified that there is currently no demand by pupils of staff. Therefore, based on the current mode share, the existing provision of 46 cycle spaces is considered acceptable. However, it is noted that the demand for cycle parking will be monitored as part of the Travel Plan and increased as required.

The TA has identified a number of 'soft measures' to mitigate against the increase in demand for on street parking from the dropping off/picking up of pupils, 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.

The mitigation measures have been incorporated within the existing school Travel Plan and include the promotion of before/after school clubs, staggering school start/end times, implementation of a car sharing database, walking/cycling initiatives, the promotion of public transport and a management plan in relation to the operation of the proposed drop off/pick up area. Therefore, these measures are required to be implemented before occupation of the site and be secured under a suitable planning condition/S106 Agreement.

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 objectives 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, the development is required to provide electrical charging points within the proposed staff car parking bays at the site. This should also be covered through a suitable planning condition.

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

URBAN DESIGN/CONSERVATION OFFICER

Background: This is a locally listed building, originally opened in June 1940. The building is mainly two storeys with a four storey block in the centre, creating a focal point in the elevation. Built in dark red/brown brick with a flat roof and parapet coping detail, the building is Modernist in its architectural style. Original crittel type windows (now changed to PVC) with continuous concrete lintels and cill bands.

Comments: The scheme proposes to part demolish a single storey wing to the southern elevation. This section has been heavily altered in the past and as such its removal would not be considered detrimental to the integrity of the locally listed building. However, it is imperative that any replacement structure integrates with the existing building and does not detract from its architectural quality.

The proposed two storey structure would be similar in design and appearance to the existing building, and would continue the existing footprint to the south. However, given the current standards of floor to height proportions, the building would be slightly higher than the existing two storey wing. This has been mitigated by stepping the height of the circulation corridor and plant room. It is, therefore, acceptable in this instance.

The design has attempted to follow the lines of the existing elevation by aligning the windows with the existing head and cill heights. The concrete coping details to the parapet have also been followed and continued. As such there would be no objections to the new build from a design point of view.

To the north elevation, the fire escape staircase clad in a coloured translucent polycarbonate skin would create a focus to the bland brick frontage and would create a contemporary deviation from the Modernist design of the school. This is acceptable in design terms.

The proposed extension to the hard surface play area to the west and the car parking to the north would have an impact on the setting of the building. Further landscaping should be introduced to mitigate this impact.

Conclusion: Acceptable.

TREES/LANDSCAPING OFFICER

Tree Preservation Order (TPO) / Conservation Area: This site is not covered by a TPO, or within a designated Conservation Area.

Significant trees / other vegetation of merit in terms of Saved Policy BE38: This large site contains many trees, most of which are situated at the front, along the south-eastern boundary; this is the only area where trees constrain development.

The most prominent tree along the frontage is a large, mature Leyland Cypress (T39) (actually made up of three trees) which is shown retained on the plans. Although large and prominent, it is not a particularly high-value tree and, in my opinion, the appearance of the school frontage would be improved if the tree were to be removed and replaced.

There is also a mature Silver Birch and Hornbeam in this area, which are set slightly back from the frontage. These are high value trees, which would be even more visible if the Leyland Cypress (T39) were to be removed (as recommended above).

Only one high value tree, a young Beech, will need to be removed to facilitate the construction of the proposed drop off / pick up facility. However, this can easily be mitigated by the planting of new trees along the frontage (as is recommended and planned).

The submitted tree report and tree protection plan provides a good level of tree protection for the high value trees on this site. If the method statements that have been provided are strictly followed, there is no reason why all of the high value trees on site cannot be successfully retained.

Scope for new planting: Several new trees are proposed for the site's frontage; these are currently to be planted alongside a mature Leyland Cypress. However, as recommended above, the Leyland Cypress should be removed and a new, interesting tree planting scheme should be continued along the whole of the frontage (of the new drop off / pick up facility).

Recommendations:

The Leyland Cypress (three separate stems) T39 should be shown as removed.

A new, interesting landscape feature (made up of a line of newly planted trees) should be shown along the site's frontage. The species and specification of the new trees should be shown by way of notes on the plans.

Conclusion: Subject to the amendment of the plans (as above) and conditions RES8 and RES10, this scheme is acceptable in terms of the Saved Policy BE38 of the UDP.

Officer comment:

Amended plans have been received which show the removal of the Leyland Cypress tree (T39) and replacement planting, in accordance with the above recommendation.

ACCESS OFFICER

The proposal seeks to demolish a single storey extension at the end of the south wing to site a two-storey block with three reception classrooms on the ground floor and three junior classrooms on the first. The main entrance would be remodelled to site a new administration and reception, in addition to a lift to serve the existing front wing and the new extension.

The external works proposed comprise the following: remodelling of the main access route, new drop off area, extension of the existing car park, enlargement of an existing refuse compound, the extension of the playground areas around the new extension and hard and soft landscaping around the new buildings and car park area.

Comments:

1. The proposal seeks to increase the car parking spaces from 27 to 55, including three accessible spaces in close proximity to the main entrance. Whilst the percentage of accessible parking would fall below the 10% policy benchmark, three spaces for use by disabled people in a primary school setting is considered to be acceptable.
2. Beyond the reception area, a platform lift would be installed to provide access to the upper story. No details have been submitted in respect of the lift, however no concern is raised as the equipment would be required to comply with Approved Document M.
3. The new extension would be accessed by an access ramp from the existing element, which is considered to be acceptable. Within the new extension, a shower/disabled WC would be provided. The facility should be designed to BS8300:2009 specifications and details should be requested.
4. As there is an intention to improve access and inclusion, the opportunity to provide an accessible toilet for use by disabled people on the first floor must be considered. Guidance within the Building Regulations states that one should not need to travel more than 40 metres, from any given point in a building, to reach an accessible toilet facility.
5. 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: Unacceptable at present. Additional details required in respect of points 3, 4, and 5 above.

The following informatives should be attached to any grant of planning permission.

Recommended Informatives

- a) 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 Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

- b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
- c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.
- d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
- f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

Officer comment: Additional plans have been provided which address the issues raised in points 3 and 4. An emergency/fire evacuation plan would be required by way of condition, should approval be granted, to address point 5.

SUSTAINABILITY OFFICER

Technically an energy assessment which fully addresses London Plan policy is required because the site area makes it a major development.

However, the building itself is under 1000m². Given its relatively small size, and the number of PVs already proposed on the roof of the extension, it is not considered that an energy assessment is necessary in this instance.

FLOOD & WATER MANAGEMENT OFFICER

This site actually lies in a Critical Drainage Area, although this information has only recently been released. Whilst it is acknowledged that the applicant would not have been aware of this at the time of preparing the Flood Risk Assessment (FRA), it is nevertheless considered that the FRA should be amended to acknowledge this.

Officer comment: Given this information has only just been made available and no objections have been raised to the Flood Risk Assessment itself, it is considered that it would be unreasonable to request the amendment of the document purely to acknowledge this. Furthermore, final drainage details are required by way of condition and the detailed design of the drainage solution could have regard to this status.

ENVIRONMENTAL PROTECTION UNIT

From a noise perspective, no objections are raised.

Any noisy works that will be audible at the nearest residential properties should be carried out within the standard permitted hours for noisy construction works. Given the distance to the nearest residential properties it is likely that the majority of works will be inaudible at the nearest properties.

The standard informative regarding construction works should be attached should approval be granted.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

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

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

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

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

It goes on to say that:

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

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

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

Notwithstanding the above mentioned policies, which seek to encourage educational development, it should be noted that the proposed development would result in the loss of a small part of the playing field. 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 clearly shows the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

In this instance, Sport England have confirmed that the loss of playing field does not affect any pitches or result in a reduction in the sporting potential of the site. Accordingly, no objections have been raised.

The site does not fall within the Green Belt and has no other specific designations. The proposals are considered to comply with relevant local, regional and national planning policy relating to educational uses. Sport England have raised objections. Accordingly, no objections are raised to the principle of the development subject to the proposal meeting site specific criteria.

7.02 Density of the proposed development

Not applicable to this type of development.

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

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Areas of Special Local Character within the vicinity.

The existing school, which was built in the 1940s and is characterised by a red brick built building with a flat roof, parapet and coping details and which varies in height from two to four storeys, is a locally listed building.

Notwithstanding this, the part of the building to be demolished and extended has been heavily altered in the past and it is not considered that the part demolition and replacement of the single-storey wing with a two-storey wing would be detrimental to the setting of the locally listed building or the visual amenities of the site in this instance.

The proposed extension is considered to be of an appropriate size, scale and height and by aligning the fenestration with the existing head and cill heights, mirroring the concrete coping and providing a parapet, its design would be in keeping with the character and appearance of the existing building.

It is proposed to clad part of the north elevation in a coloured translucent polycarbonate skin to create a focal point to an otherwise relatively bland facade. Whilst this element would be modern and contemporary in its design, this is considered to be acceptable in this instance and would not detract unacceptably from the visual amenities of the existing school building.

Notably, the Council's Conservation and Urban Design Officer has raised no objections relating to the design of the proposed extension or its impact on the setting of the locally listed building.

It is noted that the Council's Conservation and Urban Design Officer has recommended additional landscaping within the playground and car park. The proposed increase in hard play area would adjoin the existing playgrounds and would be seen in context with the existing school site. Very limited views would be available from outside the school

boundary. Furthermore, provision of landscaping within the playground would prevent use of the games areas and is not considered necessary in this instance. The plans indicate that additional tree planting would be provided to the west of the playground and, notably, the Council's Trees/Landscaping Officer has raised no objections in this respect.

In this instance, given that very limited views of the extended car park would be available from outside the school site, it is not considered that a loss of parking spaces to accommodate landscaping could be justified. Additional landscaping along the northern boundary of the car park would however be required by way of condition.

The proposed drop-off/pick-up facility would be seen in context with the wider school site, including the school buildings and car park, and it is not considered that it would have such a detrimental impact on the visual amenities of the school site or setting of the locally listed building, that refusal could be justified.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

The land to the west of the school site falls within the Green Belt. Whilst there would be long distance views of the proposed extension from here, it would be located within the built up area of the existing school site and would be viewed in context with the existing buildings. Given the location of the proposed extension, its distance from the Green Belt, and screening provided by existing trees and landscaping along the school's western boundary, it is not considered that the proposal would have any detrimental impact on the visual amenities or openness of the Green Belt in this location.

7.07 Impact on the character & appearance of the area

The proposed extension would be located at the rear of the existing school building and, as such, only limited views of it would be available from Stafford Road. Its, size, height, scale and design and would in keeping with the of the existing school and, as such, it is not considered that it would have any significant impact on the visual amenities of the street scene or surrounding area.

The proposed drop-off/pick-up facility would be visible from Stafford Road and would result in an increase in hardstanding and some loss of landscaping at the front of the school site. However, notwithstanding this, given that it would be seen in context with the wider school site, and that replacement tree planting and landscaping would be provided along the site frontage, it is not considered that it would have such a significant detrimental impact on the character or appearance of the school site or surrounding area that refusal could be justified.

Very limited views, if any, of the proposed extension to hard play space or the car park would be visible from Stafford Road. It is not considered that the reconfiguration of the car park would have any detrimental impact on the visual amenity of the site.

The proposed location of the refuse and cycle stores is, on balance, considered to be acceptable given screening which would be provided by planting and the existing boundary wall, and the need to have these facilities towards the front of the site for easy access.

7.08 Impact on neighbours

The nearest residential properties are located towards the north and south of the school site along Stafford Road. To the south the nearest property is located approximately 45m

away from the nearest part of the proposed extension. Whilst it is likely some views of the proposed extension would be visible from that property, given this distance, combined with screening which would be provided by existing buildings, boundary treatments and trees, it is not considered that the proposal would result in any loss of residential amenity to occupants of that property.

No views of the proposed extension would be visible from the nearest properties to the north of the school, due to screening provided by the existing building.

The extension to the car park and new pedestrian access route to the playground would increase the amount of hardstanding and activity occurring adjacent to the school's northern boundary, which it shares with residential properties. However, the car park would be for staff only and, as such, the majority of vehicle movements would be limited to the start and end of the school day. The pedestrian access would only be used by certain year groups and similarly would only provide access at the start and end of the school day. As such, it is not considered that this would result in such an increased level of disturbance that refusal could be justified. Notably, officers in the Council's Environmental Protection Unit have raised no objections on these grounds.

Whilst the extended car park would be visible from the nearest residential properties, it is not considered that this would result in such a loss of outlook that refusal could be justified. Notably, the plans indicate sufficient space would be available to provide enhanced landscaping along part of this boundary to create additional screening. This would be required by way of condition should approval be granted.

Whilst the proposed drop-off/pick-up facility would be visible from properties on the opposite side of Stafford Road, given the separation created by the road and screening which would be provided along the school's frontage, it is not considered that it would have any significant detrimental impact on residential amenity.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The expanded school would have a total of approximately 630 pupils, 92 nursery pupils (in two sessions of 46 each) and approximately 130 staff.

The existing school has parking provision for staff and visitors only. No parking is provided for parents during pick-up/drop-off and, as is typical of most school sites, parents use surrounding roads for this. It is proposed to provide a total of 55 parking spaces (including three disability standard spaces) for use by staff only. This represents an increase of 28 spaces.

Furthermore, a drop-off/pick-up area would be provided within the school grounds, at the front of the site, for use by parents of pupils attending the school. This would provide an area where vehicles can pull off the road and stop for short periods of time to drop-off/pick-up their children, who can be greeted by staff here and escorted directly into the school. The facility would be operated and marshalled by school staff to encourage users to move along quickly and ensure it is not simply used as a parking facility. Whilst it is acknowledged that the facility, which has been the subject of extensive pre-application discussions, would not have capacity to remove all traffic from the road, it seeks to help to ease some of the congestion immediately in front of the school at peak times, and is supported by the Council's Highway Engineers.

To enable the provision of the drop-off/pick-up facility, a new access and egress will be constructed along Stafford Road and the existing Keep Clear markings along the carriageway would be extended. Furthermore, a zebra crossing would be provided adjacent to the school along Stafford Road.

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

Based on current trip generation data, the Transport Statement suggests that up to 70 additional vehicle trips will be generated by parents and up to 36 additional trips will be generated by staff during peak drop-off and pick-up times. It concludes that whilst this will create an increased demand for short-term parking in the surrounding roads, providing appropriate mitigation measures are put in place, there is sufficient capacity to cope with this within a short distance of the school. It also confirms that at peak times the West End Road/Bridgewater Road junction and the Bedford Road/West End Road junction will operate at or over capacity with and without the development and, accordingly, mitigation measures are required in order to reduce the impact of the development on these junctions. It concludes that the impact of the expansion on the local highway network could be mitigated through the implementation of a robust Green Travel Plan.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. Accordingly, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified. Whilst it is acknowledged that Stafford Road is congested at peak pick-up and drop-off times, notably there is largely capacity within the surrounding area, a short walk away from the school. The proposed drop-off/pick-up facility will help remove some short term demand from the highway network and the Travel Plan will assist in spreading the peak demand period and encouraging use of more sustainable modes of transport.

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

It is not considered that the proposed development would have such a detrimental impact on the local highway network that refusal could be justified, providing a robust school travel plan is provided to encourage the use of more sustainable modes of transport to/from school. This would be required by way of condition should approval be granted.

In terms of cycle parking, the school currently has facilities for the storage of 46 bicycles. No additional cycle parking facilities are proposed. Transport for London's Cycle Parking standards require 1 space to be provided per 10 staff or pupils. In this instance it is noted that the school's existing cycle parking facilities are significantly under used. Accordingly, it is considered that the existing provision is acceptable in this instance. In addition to the existing cycle parking spaces 20 scooter parking racks would also be provided which might be more attractive to the youngest children. The monitoring and additional provision of cycle and/or scooter parking spaces, should demand dictate, will be required through the school travel plan. Notably the Council's Highway Engineer has raised no objections in this respect. Full details of the cycle and scooter parking facilities would be required by way of condition.

It is not considered that the proposed development would result in such an increase in

parking demand or have such a detrimental impact on the highway network that refusal could be justified. However, it is recommended that a condition be attached to require the submission of a Green Travel Plan to encourage the use of more sustainable modes of travel to/from the school and to secure implementation of the physical highway works. Notably the Council's Highway Engineer has raised no objections subject to conditions.

7.11 Urban design, access and security

Urban design

This issue has been addressed in part 7.03 of the report. The size, scale, height and design of the proposed development is considered to be acceptable in this instance and would be in keeping with that of the existing locally listed school building. Notably, the Council's Conservation and Urban Design Officer has raised no objections on design grounds.

Security

It is recommended that a condition relating to secure by design is added should approval be granted.

7.12 Disabled access

The submitted Design and Access Statement confirms that level access would be provided throughout the proposed development. Where this is not achievable, due to changes in levels, ramps would be provided. Disabled WC/shower facilities would be provided at ground floor level and all new doors and finishes would fully comply with Part M of the Building Regulations. A new platform lift would be provided within the existing building, close to the reception, to allow access to first floor level.

In response to the Council's Access Officer's comments the applicant has provided detailed plans and specification of the ground floor disabled WC/shower facility and these are considered to be acceptable.

The applicant has also provided detailed plans which show travel distances across the school building, at first and ground floor level, to new disabled WC facilities. These show that with the exception of parts of the north west wing of the existing building, all areas, including all facilities within the new extension, would be within 40m of the nearest disabled WC facility in compliance with Part M of the Building Regulations. Whilst parts of the north west wing would be more than 40m away from the nearest disabled WC facility, it should be noted that this is an existing situation and as no changes are proposed to that part of the building it is not considered that it would be reasonable to refuse the scheme on this basis.

The Council's Access Officer has also advised that an emergency evacuation plan/fire strategy should be provided. This would be required by way of condition should approval be granted.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, Landscaping and Ecology

The majority of good quality trees in and around the school site would be retained. Where tree removal is required replacement tree planting would be provided.

New tree planting would be provided along the school's frontage, close to its south east boundary with the rear gardens of properties in Stafford Road, and to the west of the playground. This is considered to be appropriate and would enhance the visual amenities of the school site.

The Council's Trees/Landscape Officer has recommended the removal of a Leyland Cypress tree (T39) at the front of the site, as it is considered that the tree is of low value and its removal, and replacement with an appropriate species, would open up views of higher quality trees which are to be retained. Amended plans have been provided which reflect the Tree/Landscape Officer's recommendation.

It is not considered that the proposed development would result in such a loss of trees or landscaping of value that refusal could be justified. The applicant has committed to providing replacement planting and this can be required by way of condition. Notably, the Council's Trees/Landscape Officer has raised no objection to the proposals subject to conditions.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities will be provided within the car park towards the front of the school site. These would be capable of accommodating up to ten refuse/recycling bins. The plans indicate that these would measure approximately 5m by 5m by 2m high and be finished in timber. The proposed facilities are considered to be acceptable in this instance. However, it should be noted that the school ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

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

The applicant has submitted an Energy Statement and a Sustainability Checklist. Whilst this fails to demonstrate that a 25% reduction in carbon emissions would be achieved over part L of the Building Regulations, it does confirm that in addition to energy efficient building measures such as ensuring the extension will be well insulated, use of high efficiency boilers, 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.

Whilst the scheme is technically a major application as the site area is over 1 hectare, the proposed extension is relatively small, with a floor area of only approximately 574m² and London Plan standards would not usually apply to a building of this size. It is considered that the measures introduced should be proportionate to the scale of the new building and given the nature of the scheme it is accepted that it would be difficult to fully achieve London Plan requirements in this instance.

Notably, the Council's Sustainability Officer has confirmed that the sustainable building measures which would be incorporated into the scheme and the provision of photovoltaic panels on the roof of the extension are acceptable in this instance and no objections have been raised in respect of renewable energy or sustainability. Accordingly, the submitted details are considered to be acceptable.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone. However, it does fall within a Critical Drainage Zone. A Flood Risk Assessment has been provided which confirms that the development would not result in any significant increased risk of flooding.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. The applicant has confirmed that attenuation tanks will be provided within the site. Furthermore, porous

paving would be used where appropriate. The scheme also includes new drainage infrastructure to deal with existing on site infrastructure capacity issues.

Notably, the Environment Agency and the Council's Flood and Water Management Specialist have raised no objections subject to a condition relating to surface water management.

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.

It is acknowledged that, due to the increase in size of the car park and the proposed pedestrian route to the playground, there would be an increase in activity occurring adjacent to the school's northern boundary, which it shares with residential properties. However, most of this would only occur for relatively short periods of time during school start and finish times and it is not considered that it would result in such an increase in noise adjacent to this boundary that refusal could be justified. Notably, no objections have been raised by officers in the Council's Environmental Protection Unit in this respect.

Air Quality:

The site does not fall within an Air Quality Management Area and it is not considered that the expansion of the school would result in such an increase in traffic to/from the site that it would have any significant detrimental impact on local air quality. Officers in the Council's Environmental Protection Unit have raised no objections in this respect.

7.19 Comments on Public Consultations

Points (i), (iii), (iv), (vi), (x), (xv), (xvii), (xviii) and (ix) raise concerns related to traffic, congestion and parking. These issues have been addressed in the report.

Point (ii) raises concerns over use of the school by Ruislip Football Club during weekends and the subsequent impacts on residents. This is an existing agreement between the school and the football club. No alterations are proposed to any part of the school site which would affect the use of the playing pitches, which mainly fall outside the red line application site, and, as such, it is considered that it would be unreasonable to impose conditions relating to their use as part of this application.

Point (v) raises concerns about vandalism. It is not considered that the proposed development would lead to any significant increase in vandalism in the surrounding area, particularly given the young age of children attending the school.

Point (vii) suggests that the Planning Committee obstructs negative input into the scheme. Residents concerns have been taken into consideration in assessing the scheme. They have been summarised and addressed in this report to the Planning Committee.

Point (viii) raises concerns about children attending the school from other parts of the borough. Whilst it is understood that parents have a choice over where they choose to send their children, it is considered likely that most will continue to choose local schools. Numerous schools are being expanded and built all over the borough to cater for demand in other areas and, as such, there is no reason to believe that a large number of children will attend the school from outside the Ruislip area. Notably, post code plots of pupils attending the school have been provided as part of the Transport Assessment and these show that the majority of children attending the school come from the local area.

Point (ix) raised concerns over loss of landscaping. This is addressed in the report.

Point (xi) suggests that the facility should be built elsewhere in Ruislip. This is noted. However, it is considered that the expansion of an existing school is preferable to creating a new site in this instance.

Point (xii) raises concerns over the potential impact of the development on local sewers. The applicant would be required to liaise with Thames Water over any development which would affect local sewers. An informative would be added to ensure the applicant is aware of this.

Point (xiii) suggests people should be discouraged from moving to the borough to reduce pressure on local infrastructure. The Council has a legal duty to ensure the educational needs of the borough are met. It cannot prevent people from moving to the borough.

Point (xiv) suggests the Government is destroying the education of the country. It is considered that the proposed development would contribute positively towards education.

Point (xvi) suggests that cycling to school won't be popular. The provision of cycle and scooter parking facilities is encouraged, in order to encourage use of sustainable modes of transport and to help reduce congestion.

Point (xx) raises concerns over pollution. This has been addressed in the report.

Point (xxii) suggests inadequate consultation has taken place. Consultation letters were sent to local residents and site and press notices were posted. This exceeds statutory guidelines. Any consultation carried out by the applicant prior to submission of the scheme was voluntary.

7.20 Planning Obligations

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

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

unlikely that this article will be breached.

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposed development is considered to fully comply with local, regional and national planning policies relating to the provision of new and/or enhanced educational facilities. Sport England have confirmed that the proposal would not result in an unacceptable loss of playing field and, as such, there is no in principle objection to the development.

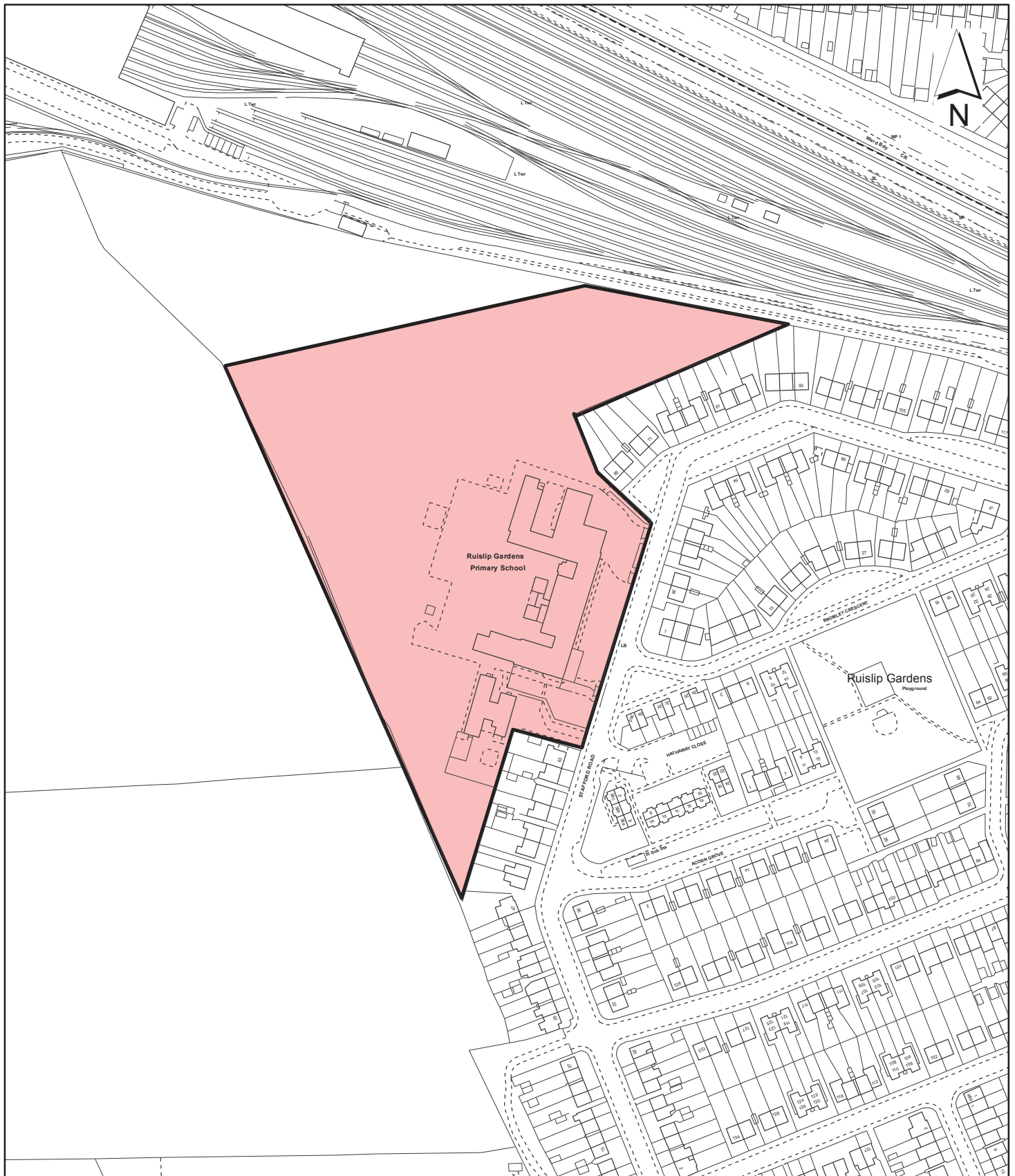
It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the locally listed building, the wider school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Guidance - Land Contamination

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Notes

 Site boundary

For identification purposes only.

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Site Address

**Ruislip Gardens Primary School
Stafford Road
Ruislip**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

4183/APP/2012/3090

Scale

1:2,500

Planning Committee

North

Date

**March
2013**



HILLINGDON
LONDON