

Report of the Head of Planning, Sport and Green Spaces

Address NORTHWOOD SCHOOL POTTER STREET NORTHWOOD

Development: Demolition of existing 2-3 storey teaching block; construction of new 3-storey University Technical College (UTC); car parking; landscaping; retention of existing pedestrian and vehicular access; and ancillary development.

LBH Ref Nos: 12850/APP/2013/1810

Drawing Nos: A2330-103 REV 6 Site Set Up - Construction Phas
A2330-104 REV 6 Swept Path Analysi
A2330-102 REV 7 Site Set Up - Demolition Phas
Parking Survey Data
4283-SERV-M04 Rev CP0 Lower Ground Floor Ventilation Strateg
4283-SERV-M05- Rev CP0 Ground Floor Ventilation Strateg
4283-SERV-M06 Rev CP0 First Floor Ventilation Strateg
Technical Note on Revised Parking Analysis Rev ,
Revised Parking Analysis Rev F
2961/016/R04 Draft Travel Plan (July 2013
Response to Access Officer Comments dated 27-08-201
Construction Project Plan (September 2013
Letter from Agent dated 7 August 201
Letter of Commitment from Principal dated 3 August 20
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2013
Response to TfL Comments dated 8 August 201
Response to Energy, Sustainability and Ecology Observations dated 1
August 2013
Response to Additional Highways Comments dated 14 August 201
2961_015_SK04 Rev P01 Parking Beat Survey Are
13409-TLP-PA01 Rev A Landscape Layou
Tree Survey and Arboricultural Implications Assessment Rev A August 20
Sport England Statement (email
Planning Supporting Statement (July 2013
Acoustic Feasibility Report (March 2013
UTC Heathrow: Acoustic Strategy Report (June 2013
DRAFT Personal Emergency Evacuation Plan (PEEF
Draft PEEP Fire Evacuation Plan
AECOM Fire Markup 01/08/13
Fire Safety Strategy Report (July 2013
4283 ARCH 1001 Rev - Lower Ground floor- MARKU
4283 SERV 5101 Rev T0 Ground Floor Sanitation & Rainwater Layou
4283 ARCH 100 Existing Site Location Pla
4283 ARCH 1106 Illustrative 3D View
4283 ARCH 1000 Proposed Site Plai
4283 ARCH 1001 Lower Ground Floor Plai
4283 ARCH 1002 Ground Floor Plai
4283 ARCH 1003 First Floor Plai
4283 ARCH 1006 Lower Ground Floor Isometri
4283 ARCH 1007 Ground Floor Isometri
4283 ARCH 1008 First Floor Isometri

4283 ARCH 1100 Proposed Elevations - North and East
 4283 ARCH 1101 Proposed Elevations - South and West
 4283 ARCH 1105 Elevations in Site Context
 4283 ARCH 1004 Roof Plant Plan
 13409-TLP-PA02 Landscape Layout with Topographical Survey
 13409-TLP-PA03 Potential Sports Layout for the Northwood School
 13409-TLP-PA04 Existing & Proposed Buildings Overlay
 13409-TLP-PA06 Refuse Access
 13409-TLP-PA08 Typical Planting Palette - Planting Strategy and Images (10 sheets)
 4283 ARCH 101 Proposed Site Location Plan
 4283 ARCH 1201 Sections C, D
 Preliminary Ecological Appraisal (February 2013)
 2961/015/R02/B Transport Assessment (June 2013)
 Design and Access Statement (June 2013) Rev
 P121-2541 Heathrow UTC External Lighting Proposal
 L13409_602_TS02AIA Arboricultural Impact Assessment and Arboricultural Method Statement
 L13409_601_TS01 Tree Survey
 4283 SERV SK 6000 Site Services and Drainage Strategy
 4283-SERV-SKE15 External Services Security Layout
 4283-SERV-SKE09 First Floor Security Layout
 4283-SERV-SKE08 Ground Floor Security Layout
 4283-SERV-SKE07 Lower Ground Floor Security Layout
 4283 ARCH 1540 Proposed External Finishes
 4283 ARCH 1251 Typical 3D Facade Section
 4283 ARCH 1210 Site Context - Section A
 4283 ARCH 1200 Sections A, B, I
 BREEAM New Construction Design-Stage Assessment for Land Use and Ecology (June 2013)
 Carbon Emissions Assessment & Outline Approved Document L2A: 2012 Compliance Report (May 2013)
 BREEAM 2011 Pre-Assessment Estimate
 BREEAM 2011 Summary Score Sheet
 Geotechnical & Land Contamination Assessment LBH4149 Ver. 1.1 (June 2013)
 Bat Survey Report (May 2013)
 2961/015/R03 Flood Risk And Drainage Strategy Rev

Date Plans Received:	01/07/2013	Date(s) of Amendment(s):	08/08/2013
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			03/07/2013
			16/08/2013
			26/08/2013

20/09/2013
27/08/2013
07/08/2013
04/09/2013
10/07/2013

1. SUMMARY

This application seeks full planning permission for the demolition of an existing two-three storey teaching block and the construction of a new three-storey University Technical College (Heathrow UTC) at Northwood School. The proposed scheme includes changes to the car parking layout, provision of landscaping and ancillary development. The existing pedestrian and vehicular access will be retained as part of the proposed development. □

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The University Technical College (UTC) would provide a full-time technically-oriented course of study in Aviation Engineering, alongside core academic subjects (English, Mathematics, Science and ICT) for 14-19 year olds (Years 10-13). It would provide places for 600 pupils; 300 places for years 10-11 and 300 places for years 12-13. The UTC aims to open in autumn 2014 with up to 150 pupils in the first year of opening, and would increase over time to the full 600 pupil capacity. □

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The school leaving age has now been raised from 16 years (Year 11) to 17/18 years (Summer 2013/Summer 2015). This has therefore led to an increase in placement requirements, particularly for those pupils who would not otherwise be provided for in traditional education, but would instead benefit from practical hands-on technical learning. □

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The proposed UTC is an education facility providing specialist technical courses and so would have a much wider catchment (8 mile radius) than a usual secondary school. The 8 mile catchment area would cover the London Borough of Hillingdon and parts of Barnet, Brent, Ealing, Harrow and South West Hertfordshire. The catchment area covers 59 secondary schools located within the six local authorities. It is important to note that whilst some pupils attending Northwood School may transfer to the UTC, Northwood School would not be a feeder school for the Heathrow UTC. □

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The UTC would be sponsored by Brunel University, in addition to a number of employer sponsors including BAA, British Airways, Virgin Atlantic and RAF Northolt. It is understood that the sponsors would sit on the governing body and play an active role in shaping the curriculum, assisting in teaching and mentoring of pupils and staff, and that they would potentially provide higher education and apprenticeships to UTC pupils. □

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The proposal is considered to fully comply 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 the scheme would not result in a significant loss of playing field and that the remaining playing field south of the proposed development will remain capable of accommodating a football pitch of appropriate dimensions, thereby maintaining the sporting potential of the site.□

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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 units and, subject to conditions and planning obligations, it is not considered that the development would have such a significant impact on the local highway network 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

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to the following:□

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

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1. Traffic Impact Studies: To be undertaken at 50% and 85% occupation of the UTC. The studies to examine actual highway conditions (including parking demand in residential streets), the full scope of work to be agreed by the Council. Within 6 months of the studies, the applicant is required to identify, agree and implement appropriate remediation measures (if any), which shall be first agreed with the Local Planning Authority. The studies and identified mitigation works shall be undertaken and funded by the developer.□

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2. Travel Plan: Prior to first occupation a full travel plan to be submitted and approved by the council. The Travel Plan shall also include the previously agreed mini bus collection service from local tube stations. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor and if required, update and/or amend the document in order that the aims and objectives are achieved. Therefore, a travel plan review should be undertaken and submitted to the Local Planning Authority for approval at 25%, 50%, 75% and 100% occupation of pupils and staff. A Travel Plan bond in the sum of £20,000 is also to be secured.□

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3. Project Management and Monitoring Sum: a contribution equal to 5% of the total cash contributions or a sum of £1,000 (which ever is the greater) secured to enable the management and monitoring of the resulting agreement.□

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B. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.□

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C. That the officers be authorised to negotiate the terms of the proposed agreement.□

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D. That, if the S106 agreement has not been finalised within 3 months, under the discretion of the Head of Planning, Green Spaces and Culture, the application is

refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

4283 ARCH 100 Existing Site Location Plan

4283 ARCH 1000 Proposed Site Plan

4283 ARCH 1001 Lower Ground Floor Plan

4283 ARCH 1002 Ground Floor Plan

4283 ARCH 1003 First Floor Plan

4283 ARCH 1004 Roof Plant Plan

4283 ARCH 1006 Lower Ground Floor Isometric

4283 ARCH 1007 Ground Floor Isometric

4283 ARCH 1008 First Floor Isometric

4283 ARCH 1100 Proposed Elevations - North and East

4283 ARCH 1101 Proposed Elevations - South and West

4283 ARCH 1105 Elevations in Site Context

4283 ARCH 1106 Illustrative 3D Views

13409-TLP-PA01 Rev A Landscape Layout

13409-TLP-PA02 Landscape Layout with Topographical Survey

13409-TLP-PA03 Potential Sports Layout for the Northwood School

13409-TLP-PA04 Existing & Proposed Buildings Overlay

13409-TLP-PA06 Refuse Access

13409-TLP-PA08 Typical Planting Palette - Planting Strategy and Images (2 sheets)

4283 ARCH 101 Proposed Site Location Plan

4283 ARCH 1201 Sections C, D

P121-2541 Heathrow UTC External Lighting Proposal

L13409_602_TS02AIA Arboricultural Impact Assessment and Arboricultural Method Statement

L13409_601_TS01 Tree Survey

4283 SERV SK 6000 Site Services and Drainage Strategy

4283-SERV-SKE15 External Services Security Layout

4283-SERV-SKE09 First Floor Security Layout

4283-SERV-SKE08 Ground Floor Security Layout

4283-SERV-SKE07 Lower Ground Floor Security Layout

4283 ARCH 1540 Proposed External Finishes

4283 ARCH 1251 Typical 3D Facade Sections

4283 ARCH 1210 Site Context - Section A-A

4283 ARCH 1200 Sections A, B, E

2961_015_SK04 Rev P01 Parking Beat Survey Area

4283 SERV 5101 Rev T0 Ground Floor Sanitation & Rainwater Layout□
4283 ARCH 1001 Rev - Lower Ground floor- MARKUP□
AECOM Fire Markup 01/08/13□
Draft PEEP Fire Evacuation Plan□
A2330-102 REV 7 Site Set Up - Demolition Phase□
A2330-103 REV 6 Site Set Up - Construction Phase□
A2330-104 REV 6 Swept Path Analysis□
4283-SERV-M04 Rev CP0 Lower Ground Floor Ventilation Strategy □
4283-SERV-M05- Rev CP0 Ground Floor Ventilation Strategy □
4283-SERV-M06 Rev CP0 First Floor Ventilation Strategy □

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and shall thereafter be retained/maintained for as long as the development remains in existence.□

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REASON□

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out accept in full accordance with the following documents:□

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Design and Access Statement (June 2013) Rev B□
2961/015/R02/B Transport Assessment (June 2013)□
2961/016/R04 Draft Travel Plan (July 2013)□
2961/015/R03 Flood Risk And Drainage Strategy Rev A□
Tree Survey and Arboricultural Implications Assessment Rev A August 2013□
Preliminary Ecological Appraisal (February 2013)□
Bat Survey Report (May 2013)□
BREEAM New Construction Design-Stage Assessment for Land Use and Ecology (June 2013)□
Carbon Emissions Assessment & Outline Approved Document L2A: 2010 Compliance Report (May 2013)□
BREEAM 2011 Pre-Assessment Estimator□
BREEAM 2011 Summary Score Sheet□
Geotechnical & Land Contamination Assessment LBH4149 Ver. 1.1 (June 2013)□
Sport England Statement (email)□
Planning Supporting Statement (July 2013)□
Acoustic Feasibility Report (March 2013)□
UTC Heathrow: Acoustic Strategy Report (June 2013)□
Letter from Agent dated 7 August 2013□
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Response to Access Officer Comments dated 27-08-2013□
DRAFT Personal Emergency Evacuation Plan (PEEP)□
Construction Project Plan (September 2013)□
Technical Note on Revised Parking Analysis Rev A□

Revised Parking Analysis Rev F

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Plan (July 2011).

4 NONSC Community Use Scheme

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

REASON:

To secure well managed safe access to the sports facility and other facilities, to ensure sufficient benefit to the development of sport and to encourage community use in accordance with Policy R4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

5 NONSC Passenger Lift

Prior to installation, details of the passenger lift, including access control and internal and external CCTV equipment, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development meets the needs of disabled people in accordance with London Plan (July 2011) Policy 7.2.

6 NONSC Emergency Evacuation Plan/Fire Strategy

Prior to occupation an emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved strategy.

REASON

To ensure that the development meets the needs of disabled people in accordance with London Plan (July 2011) Policy 7.2.

7 COM26 Ecology

Within 3 months of the date of consent a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with

Policy EM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 7.28 of the London Plan.

8 NONSC Water Efficiency

Within three months of the date of consent, a scheme for the reduction in mains water use, including the harvesting and reuse of rainwater as well as the recycling and reuse of grey, shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme unless otherwise agreed in writing with the local planning authority.

REASON

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012).

9 COM15 Sustainable Water Management

The development approved by this permission shall be carried out in accordance with the measures set out in 2961/015/R03 Flood Risk And Drainage Strategy Rev A. Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

10 RES24 Secured by Design

The development 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). It shall not be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

11 COM7 Materials (Submission)

Within one month of the date of 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 - Saved UDP Policies (November 2012)

12 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 submitted Tree Survey and Arboricultural Implications Assessment and Drawing No. L13409_602_TS02AIA Arboricultural Impact Assessment and Arboricultural Method Statement. 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:

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

2.b No materials or plant shall be stored;

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

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

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

13 COM9 Landscaping

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority within the following timescales and to include the following:

Within one month of the date of consent,

1. Proposed finishing level or contours against a known datum point.

Within three months of the date of consent,

2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments

2.b Hard Surfacing Materials

2.c External Lighting

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

Within six months of the date of consent,

3. Details of Soft Landscaping

3.a Planting plans (at not less than a scale of 1:200),

3.b Written specification of planting and cultivation works to be undertaken,

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

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

- 6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

14 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

15 NONSC Living Walls

Within three months of the date of consent, details of inclusion of living walls within the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include planting mixes and maintenance plans. The development must proceed in accordance with the approved plans.

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REASON □

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

16 NONSC Refuse Storage

Prior to occupation, full details of refuse storage shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details and the approved refuse stores shall be maintained and retained in perpetuity.□

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REASON□

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (July 2011).

17 NONSC Cycle Storage

Prior to occupation, full details of covered and secure cycle storage for 72 bicycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details. The approved bicycle stores shall be retained and maintained in perpetuity.□

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REASON□

To ensure that adequate facilities are provided in accordance with Policy AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 6.9 (cycling) of the London Plan (July 2011).

18 NONSC Sub-station and Gas Building

Within three months of the date of consent, full details of the sub-station and gas building shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details.□

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REASON□

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

19 NONSC Electric Vehicle Charging Points

Prior to occupation details of three electric vehicle charging points within the car park shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be installed prior to occupation of the development and retained for the lifetime of the building.□

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REASON□

To encourage sustainable travel and to comply with Policy 5.3 of the London Plan (July 2011).

20 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the nearest residential properties on Potter Street and the neighbouring school. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for

rating industrial noise affecting mixed residential and industrial areas'.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

21 NONSC Windows

The windows on the lower ground floor on the west elevation shall be double glazed and permanently fixed shut for so long as the development remains in existence.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

22 NONSC Roof Plant and Machinery

Prior to installation, full details of the roof plant and machinery, including size, siting, layout, design and noise, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

23 NONSC Delivery and Servicing Plan

Prior to occupation, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

24 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 access (vehicular and pedestrian) and the parking provision for contractors during construction (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

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 2 - Saved UDP Policies (November 2012).

25 NONSC Access gates

Notwithstanding the approved plans, the vehicular access gates into the site shall be permanently set 10m back into the site from the boundary of the adjacent highway. Detailed plans, demonstrating how this will be achieved, shall be submitted to and approved in writing by the Local Planning Authority within three months of the date of consent. The development shall thereafter be carried out in accordance with the approved plans.

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REASON □

To avoid vehicles queueing onto the highway and in the interests of highway and pedestrian safety in accordance with policies AM2 and AM7 of the Local Plan: Part 2 - Saved UDP Policies (November 2012).

26 NONSC Parking Management Strategy

Prior to occupation of the development, a Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. This should include details of how on-site car parking will be allocated, managed and reviewed to ensure spaces are used as efficiently as possible and are not abused by students. □

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REASON □

To reduce the impacts of the development on the surrounding highway network in accordance with policies AM2 and AM7 of the Local Plan: Part 2 - Saved UDP Policies (November 2012).

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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact or 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.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R4	Proposals that would involve the loss of recreational open space
R10	Proposals for new meeting halls and buildings for education, social, community and health services

3 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.

4 I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

5 I34 Building Regulations 'Access to and use of buildings'

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

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

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

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

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

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

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

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

6 147 Damage to Verge

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

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

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

7

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. To this end, consideration should be given to the use of an infrared system, as opposed to induction system, and it would be prudent to cable the building during the first fix tranche.□

□

f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy. The installation of a paging system, linked to the fire alarm, is strongly recommended.

8

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

9

Special statutory provisions for the control of noise from construction sites are contained in the Control of Pollution Act 1974. Section 60 of the Act enables local authorities to serve a notice imposing requirements as to the way in which the works are to be carried out. The notice may in particular:□

(a) specify the plant or machinery which is, or is not, to be used;□

(b) specify the hours during which the works may be carried out

10 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.

11 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).

12 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).

13 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.

14 I19 Sewerage Connections, Water Pollution etc.

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

15

With regard to condition 6, the Council's Access Officer has advised as follows: □

□

Provisions should include: □

a) a stay-put policy within a large fire compartment (e.g. within a classroom, on all floors above ground, 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.

3. CONSIDERATIONS

3.1 Site and Locality

Northwood School occupies an approximately 6 hectare irregularly shaped plot located on

the north-east side of Potter Street in Northwood. The school comprises a number of large linked and detached classroom blocks, ranging from single-storey to three-storeys in height, located towards the north-west corner of the site. Hard surfaced games courts are located north-east of the school buildings and playing fields occupy the eastern and southern parts of the site. Vehicular and pedestrian access into the site is from Potter Street. The school has a Public Transport Accessibility Level (PTAL) of 2. □

□
The school falls within a predominantly residential area. The site is bordered to the north-east by Dale Close, to the east by Alandale Drive, to the south by Pinner Road and to the west by Potter Street. Northwood Hills Library is located on the corner of Potter Street and Pinner Road. The Hillside, Northwood Hills Area of Special Local Character is located approximately 60m north-west of the site, beyond residential properties in Potter Street. □

□
The application site comprises an approximately 0.76 hectare irregularly shaped plot comprising the two/three storey south west classroom block, which is currently vacant and in a very poor state of disrepair, a car park and a small area of playing field. It is understood that demolition works have started on the existing classroom block. □

□
It should be noted that there is a significant change in levels across the site, with an approximately 11m fall from Potter Street down to Pinner Road. However, the steepest drop is just within the boundary with Potter Street, so that the lower-storey level of the existing building (and of the proposed building) is below street level. □

□
The entire school site, including the application site, falls within the developed area as designated in the Hillingdon Local Plan. Pinner Road, to the the south west of the school is a London Distributor Road.

3.2 Proposed Scheme

This application seeks full planning permission for the demolition of an existing two-three storey teaching block and the construction of a new three-storey University Technical College (Heathrow UTC). The proposed scheme includes changes to the car parking layout, landscaping and ancillary development. The existing pedestrian and vehicular access will be retained as part of the proposed scheme. □

□
The UTC would provide a full-time technically-oriented course of study in Aviation Engineering, alongside core academic subjects (English, Mathematics, Science and ICT) for 14-19 year olds (Years 10-13). Heathrow UTC would provide places for 600 pupils; 300 places for years 10-11 and 300 places for years 12-13. The UTC aims to open in autumn 2014 with up to 150 pupils in the first year of opening, and will increase over time to the full 600 pupil capacity. There would be 63 members of staff for the UTC when at full capacity. □

□
It would have a wider catchment (8 mile radius) than a usual secondary school covering the London Borough of Hillingdon and parts of Barnet, Brent, Ealing, Harrow and South West Hertfordshire. It is understood that due to the admissions criteria and specialist nature of the courses on offer, that whilst it would inevitably take some pupils from local schools within the London Borough of Hillingdon, these schools would not necessarily be main feeders for the UTC and, as such, the UTC would have limited impact on pupil numbers at nearby schools, including Northwood School. □

□
The UTC would have a gross internal floor area of approximately 4600sq.m and a footprint of 1712sq.m; 457sq.m less than the footprint of the existing two-three storey teaching block.

The proposed three-storey building would be set back 35.7m from the site boundary with Potter Street. □

□
Heathrow UTC would comprise three floors; lower ground floor, ground floor and first floor. The main entrance would be on the ground floor and accessed via a bridge, providing level access from Potter Street. Visitors to the UTC would arrive into the main entrance 'airlock'/reception area which provides a meeting room and a wheelchair accessible WC, thereby allowing visitors to be met without having to enter the pupil areas. The UTC's administration area, including the Principal's Office would be located next to the reception area. □

□
The ground floor provides ICT and engineering spaces at the front of the building, science labs, studios and a prep room, two seminar rooms, a post 16 learning base, a special educational needs (SEN) base, small group rooms, two staff bases and a learning base for Key Stage 5 teaching and apprentice day release training. The ground floor would also provide a large flexible learning resource centre (LRC) which would be used for group briefings, personal research and study, and an area where visiting employers can work with pupils. □

□
The lower ground floor comprises the 'factory floor' which contains heavy specialist equipment used to teach pupils practical skills in technical areas of turning, milling, fitting and fabrication, required as part of the engineering education and training. The lower ground floor also provides seven engineering studios, two electronics rooms, one welding room, one engineering store/prep room, an emergency shower room and an office. □

□
The first floor would comprise six learning bases, three seminar rooms, one group room, one staff base, one IT/tech and IT hub room, the main hall (275sq.m), the dining room (220 sq.m) and kitchen. WCs are located next to the main staircase on each floor and comprise separate male and female WCs, one universally accessible WC and one staff accessible WC. □

□
A central void runs through the three floors to allow views down onto the 'factory floor' section of the lower ground floor. A staircase connecting the ground floor and first floor is located alongside the central void. An enclosed external escape staircase is located at the rear of the proposed building and exits out onto the rear courtyard area. The three floors are accessible via a passenger lift (3sq.m) located next to the main staircase. □

□
The proposed car park would be located on the northwest corner of the application site and would comprise 37 parking spaces, including three disability standard spaces. An additional disabled parking space is proposed near the site entrance along Potter Street. Cycle storage for 72 bicycles is proposed north east of the main entrance. □

□
Additional landscaping is proposed within the application site and the proposed car park would be separated from the playing fields by the installation of a new hedge. Planting would be incorporated into the car park and around the proposed bin store. A student social area and informal ball shooting area would be provided at the rear of the building and would be separated from playing fields at the rear by a new hedge. Landscaping and new trees are proposed in front of the new building. □

□
The existing sport facilities and pitches at Northwood School would be shared with Heathrow UTC.

3.3 Relevant Planning History

12850/APP/2013/1608 Northwood School Potter Street Northwood

Demolition of south west school block (Application for prior notification of proposed demolition).

Decision: 08-07-2013 PRN

Comment on Relevant Planning History

Northwood School has an extensive planning history. The most relevant recent application is 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.EM4 (2012) Open Space and Informal Recreation

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

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.

BE13 New development must harmonise with the existing street scene.

BE15	Alterations and extensions to existing buildings
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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R4	Proposals that would involve the loss of recreational open space
R10	Proposals for new meeting halls and buildings for education, social, community and health services

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th August 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 187 local owner/occupiers and the Northwood Hills Residents' Association. Site and press notices were also posted.□

□

23 letters of objection have been received, which raise the following concerns:□

□

1. Contractors already on site - demolition before approval for UTC granted□
2. Increase in number of students and staff□
3. Access to the site□
4. Traffic impact of UTC □
5. Potter Street is already congested - will increase congestion□
6. Joel Street improvements will be at the same time as this project□
7. Parking□
8. Traffic management during and after construction□
9. Significant number of pupils will be of driving age - will use own cars rather than public transport□
10. Noise impact on neighbouring properties including Northwood School - noise from traffic, 'factory' equipment on the 'factory floor' and roof plant□
11. Strain on local infrastructure - water and sewage supplies□
12. Increased demand for fast food outlets by students - would lead to increased problems of litter and rats□
13. Inappropriate development for the site□
14. Northwood School will be full in few years time due to increased amount of primary school children
15. Entrance to the UTC should be from Pinner Road□
16. Impact of increased traffic on safety of children/local residents□

17. Inadequate consultation with local residents before and after submission of application
18. Potential light pollution
19. No details provided for 'out of hours' access to Northwood Sports Centre
20. Potter Street access not suitable for deliveries and collections
21. Impact of early morning deliveries
22. Loss of natural light/outlook to neighbouring properties
23. Loss of green open space/playing fields
24. Longer operating hours than a standard school day and longer term times
25. Insufficient details on use of facilities by sponsors
26. Insufficient details of any proposed signage
27. Key documents missing from application eg finalised travel plans, noise mitigation details
28. Increased height of new building
29. Insufficient details of gas building and potential substation
30. Impact on wildlife living in hedgerows and trees along Potter Street
31. Road easing options are now unavoidable
32. Increased pollution from extra traffic
33. Proposed roof line contains exhausts from the school, kitchen and workshop which would be level with bedrooms in houses on Potter Street
34. Change of use from school to light engineering
35. Impacts from demolition and construction works

1 petition of objection with 51 signatures has been received objecting on the following grounds:

- (i) Levels of noise which can be expected to emanate from the building
- (ii) Amount of traffic and parking congestion created by the scheme and the impact on local residents and major roads in the vicinity
- (iii) Light nuisance
- (iv) Hours of operation by project sponsors and others
- (v) Local residents concerns have not been addressed/ inadequate consultation with local residents
- (vi) Proposed location for the facility impinges on green spaces
- (vii) Application is missing key documents which restrict our visibility of the impact of the proposed development

19 letters of support have been received which raise the following points:

1. The UTC will provide high quality engineering and employer focused education to 14-19 year olds across West London
2. UTC will provide young people with exciting career options in the aviation industry
3. Will provide the West London Aviation industry access to the skilled technical workers it needs
4. Will provide places for 600 students
5. Help deal with future shortfall in secondary school places across London
6. Provides practical education to help school leavers gain apprenticeships and jobs - reduce unemployment for school leavers
7. Currently only 44 UTCs in England - exceptional opportunity to provide specialist learning/new form of education
8. Currently a shortfall of 40,000 engineers in the country - will help reduce this shortfall
9. The UTC has attracted major sponsors including Brunel University, British Airways PLC, RAF Northolt and Virgin Atlantic
10. Provide new opportunities for today's youth
11. Need for technical colleges
12. Cost of university education will turn students towards other forms of education
13. Practical education will help less academic students

- 14. Will be a step forward in the development of education in the borough
- 15. Enable students to reach their full potential
- 16. This type of education has not been supported enough in this country
- 17. Need more people trained at both technical level and management level in manufacturing sectors
- 18. The increased foot traffic will be great for local businesses
- 19. Potential for businesses and great job prospects for the young generation
- 20. Open up employment opportunities with London Heathrow being close by
- 21. New UTC will give new lease of life to Northwood School buildings which are in need of modernisation
- 22. Good for Hillingdon and Northwood
- 23. Will increase property values

-
-

2 petitions of support (33 and 19 signatures respectively) have been received. No specific comments were made on the petitions.

-
-

Northwood Hills Residents Association:

On behalf of Northwood Hills Residents' Association we are writing to add our objections to the above Planning Application.

-

To save duplication which would not add value;

-

· We fully support the objections raised by John Austin in his letter of objection dated 30 July 2013.

-

· We fully support the objections raised by Joanna Sleight and Grant Biggam in their letter of objection dated 29 July 2013.

-

· We fully support the objections raised by Corinna Geddies in her letter of objection dated 29th July 2013.

-

In addition, we strongly object on the grounds that proper consultation has not taken place.

-

We object on the grounds of lack of suitable public transport to the proposed site. There is no direct bus or tube from the South of the borough that will undoubtedly mean students and staff will travel by car. The proposed car parking facility are insufficient and is not helped as Northwood Hills probably being the only town centre in the Borough that does not have a car park. The car park having been sold by London Borough of Hillingdon! Parking in the immediate area is also not helped by the recent build in Pinner Road (a mere 100 yards from the proposed site of the UTC) where there are a significant number of flats have been built (the NISA site) without any car parking provision whatsoever.

-

We object on the grounds that Cllr John Morgan publicly stated at the Northwood Hills Committee Meeting on the evening of 17th July 2013 that no planning application for the proposed UTC had been received by the Council.

-

We also object on the grounds that Potter Street is not suitable to take additional traffic and suggest that any access to Heathrow UTC should it be approved be from Pinner Road subject to safe access/exit being created.

-

-

RECONSULTATION 16 AUGUST 2013

Consultation letters were sent to 206 local owner/occupiers and the Northwood Hills Residents' Association following additional information being received. □

□

10 letters of objection have been received, which raise the following additional concerns: □

□

a. Adequate parking should be provided on site - existing number of parking spaces are being reduced □

b. Hillside is designated as an Area of Special Local Character (ASLC) □

c. Cars will park within Hillside ASLC due to lack of parking on Potter Street □

d. Fire engines would be unable to access roads due to increased traffic □

e. Impact of increased traffic on local shops □

f. The Hogs Back open space (rear of Stanley Road, Hillside Crescent and Northwood Way) would be overrun by students during lunch breaks and after college □

g. Need for staggered start times to ease traffic congestion □

h. There are already parking problems with Hillside School and the Children's Centre □

i. This area is not conducive to any more schools, colleges or other educational developments. □

j. The no car policy for students will be unenforceable □

k. The pavement width would be insufficient for the predicted volume of pupils □

l. The entrance gates have been moved back 10m during the construction period only □

□

□

SPORT ENGLAND: □

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

□

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

□

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

□

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

□

The application comprises the demolition of the existing 2/3 storey teaching block. This is to be replaced with a new building which will occupy the built footprint of that to be demolished. A new car park it to be located to the south and west of the new block. □

□

The proposed development will result in a loss of grass playing field land. The loss of grass playing field is notable and not insignificant on plan, however having visited the site as pre application stage,

it is noted that the site undulates, particularly around the built form. To that end, whilst there is a loss of grass playing field, much of the area lost is considered unusable owing to its level and gradient. Crucially, the remaining playing field to the south of the proposed development will remain capable of accommodating a football pitch or appropriate dimensions. □

□

Overall, whilst there is a loss of grass playing field, the lost of usable playing field is modest. Crucially, the sporting potential of the site had been maintained. □

□

This being the case, Sport England does not wish to raise an objection to this application, subject to the following condition(s) being attached to the decision notice (if the Council are minded to approve the application): □

□

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

□

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport. □

□

□

TRANSPORT FOR LONDON (TfL): □

We have undertaken further assessment in terms if the latest information provided. However, we cannot accept your assessment in relation to route H13 and H11. Currently, there is only spare capacity for 15 extra passengers on route H13. Since there is no assignment information, the assumption has to be a 50:50 split between trips route 282 that runs south and H11/H13 that run east. For routes H11/H13 that run east, the trips need to be split 50:50 again so these routes only run in parallel to/from Pinner with most areas on these routes only served by one route or the other. Therefore, mitigation would still be required even if the lower number of 196 trips was correct based on 98 in each direction i.e. 49 trips on both routes H11 and H13. The situation is unlikely to change with the delaying of school finish time to 1630, as the H13 is already with constrained capacity. □

□

In light of the comments above, TfL would seek a contribution of £375K (75K per annual) toward the provision of one additional return journey on H13 for five years as currently proposed. We will however review the arrangement as we expect to understand further on the catchment area of pupils for the new school after its opening. This should be secured by s106 Agreement by the council. □

□

Officer Comments: □

TfL's comments have been addressed in Section 7.10 of the report. □

□

□

METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISER (CPDA): □

No objection subject to the standard Secure by Design condition.

Internal Consultees

ACCESS OFFICER: □

The proposal seeks to construct a new Technical College (Heathrow Aviation Engineering University) that is co-located with Northwood School on the subject site. The objective is to provide a new education facility, yet achieve separation from Northwood School. To make way for the proposed new three-storey state-of-the-art building, it would be necessary to demolish the existing split-level two/three storey building. □

□

The application has been subject to extensive pre-application discussions and it is accepted that there will remain a number of less preferable accessibility provision resultant from the significant level changes across the site. Due to these level changes, the internal road and topography, it is understood to be impractical to provide an accessible parking bays at the entrance level (upper ground). However, within the new car park, three of the 35 car parking spaces would be accessible to disabled people, which equates to 8.6% of the total. Whilst this provision falls below the 10% stated in Local Plan Policy AM15, the provision is considered to be acceptable for the purposes of planning as parking is relatively limited, and to require four spaces would result in a 11.4 percentage and exceed the policy requirement. (The college would be required to make a reasonable adjustment as part of their Equality Act 2010 obligations, if the need for more accessible parking became apparent in future.) The vehicle and pedestrian gates would be managed by CCTV with remote access control, and informal drop-off would be possible just inside the gates. □

□

Notwithstanding the topographical constraints, the access into the building is considered to have met inclusive design objectives. The building could be accessed from the car park level (lower ground), or by walking a distance of less than 50 m to access the building from the upper ground and main reception. □

□

No issues are raised in terms of general circulation within the building, and a lift that meets BS8300 specifications is proposed. Whilst the provision of only one lift would not normally be supported for such developments (particularly where there is increases risk of improper use and vandalism), it is understood that the lift will be access controlled and CCTV monitored. It is proposed to use a reputed lift manufacturer and installer and to set in place a 2-hour maintenance and repair contract. The building would also be equipped with a goods lift that could be used by disabled people in extenuating circumstances. □

□

Two wheelchair accessible WCs will be provided on each floor. A hygiene room is not proposed at this stage; however, a small group room has been identified as a potential location for such a facility if required in the future. □

□

Comments: □

□

1. Level access should be confirmed from the lower ground entrance, including details of how this alternative entrance would be managed, e.g. CCTV and access control. An automatic door opening device should be provided to ensure that wheelchair users would be able to access the building independently and with ease: further details required. □

□

PLANNING OFFICER RESPONSE: Further details relating to disabled access to the lower ground floor have been provided which the Access Officer has reviewed and advised are acceptable. □

□

2. Details should be submitted to support the discussions held regarding access control for the lift, in addition to internal and external CCTV equipment. □

□

PLANNING OFFICER RESPONSE: This can be dealt with by way of condition on any consent granted. □

□

3. Notwithstanding the above, a changing facility, to support those with complex personal care requirements, should be provided. Whilst there may be an aspiration, should a need arise in future, to provide a changing facility for disabled people with complex personal care support needs, it is likely that the vision would be lost in the mists of time and, moreover, funding such a facility at a later date would be challenging and time-consuming. It would be far more cost-effective and in keeping with the

spirit of inclusion to provide the facility whilst the building is being constructed. It would be acceptable to provide a hygiene room at this planning stage, which could be later upgraded to meet Changing Places criteria.□

□

PLANNING OFFICER RESPONSE: Further details relating to the hygiene room have been provided which the Access Officer has reviewed and advised are acceptable.□

□

4. 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, on all floors above ground, 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.□

□

PLANNING OFFICER RESPONSE: This can be dealt with by way of condition on any consent granted.□

□

Informatives relating to the Equality Act 2010; fixtures, fittings and furnishings; internal decoration; induction loops and lighting should also be attached.□

□

PLANNING OFFICER RESPONSE: Relevant informatives are recommended.□

□

□

ENVIRONMENTAL PROTECTION UNIT (EPU):□

During the assessment of this application Environmental Protection Unit is concerned generally with aspects of potential noise nuisance associated and created within the building affecting nearby residents and noise originating externally such as from road and air traffic affecting the occupants of the building.□

□

However with regard to noise and sound proofing between two adjacent internal rooms in this type of building they are conditioned by the current Building Regulations and BB93. If the UTC requires teaching rooms for special educational needs, or sensitive uses such as music or recording rooms, then these may require mechanical or attenuated passive ventilation if they cannot be located in parts of the building which are less exposed to external noise. Standard thermal double-glazing should be sufficient for all rooms. Windows may be fully opened for rapid or purge ventilation, or occupant's choice. If passive ventilation is used for noisy laboratories or workshops, cross ventilation may require more complex ventilation.□

□

External noise [Road and air traffic] affecting occupants of the building:□

□

The report indicates that the current ambient noise levels around the proposed site are between 53-58 dB(A) Leq, 30min and 58-68 dB(A) L01, 30min in the area of the proposed development. The WHO Guidelines recommend that annual average external daytime noise levels do not exceed 50 to 55 dB LAeq, 16hr to prevent moderate to serious annoyance respectively.□

□

The report also indicates that an open window typically provides 10 dB of attenuation when fully open and 15 dB partially open; and passive ventilation systems can provide up to 25 dB attenuation. Therefore from the noise levels presented it can be seen that in the quieter areas [53-58dB] open or partially opened windows may provide adequate attenuation from external noise and a passive ventilation system may provide adequate attenuation in the noisier areas [58-68 dB].□

□

Noise breakout:□

Noise from within the proposed building [noise breakout] is likely to be created from the use of machinery used in the engineering workshops and from the use of plant and equipment. The affects considered were that of the nearest residential properties [external] which are located approx.25m away.

The acoustic report states that the worst case scenario [with windows open] and noise breakout from the use of the engineering workshops is predicted to be 50 dB at the nearest residential property 25m away. Hillingdon's condition N11B asks for a rating level of 5 dB below the existing background noise level which the report indicates was recorded as 50dB. Therefore the condition N11 below is recommended to be applied.

It is suggested that to achieve the required level particularly on the engineering workshop the applicant may need to consider double glazed fixed windows and a mechanical ventilation system.

N11B Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Plant noise:

The plant noise is stated as being 41dB 1m from the facade of the nearest noise sensitive premises which achieves the required noise level. However if a noisier system were to be used then the N11 condition would apply.

Delivery Noise:

Loading/unloading/deliveries. A servicing and deliveries management strategy should be required.

INF 20 Control of environmental nuisance from construction work (~ Informative 20). The Construction impact informative should be added to any consent.

FLOODWATER MANAGEMENT OFFICER:

No objection subject to a condition stating that the development must be constructed as per the submitted Flood Risk Assessment.

HIGHWAY ENGINEER:

The development proposals are for the demolition of an existing teaching block within the boundary of Northwood Secondary School and the construction of a new building that will provide a University Technical College (UTC). The UTC will operate independently of Northwood Secondary School and will accommodate 600 pupils aged 14 to 19 and will employ 63 members of staff.

As part of the proposals the existing staff car parking (76 spaces over two car parks) within the site will be reallocated between the secondary school and the proposed UTC. This will provide 32 parking spaces for staff of the existing secondary school and 37 parking spaces for staff of the UTC,

providing a loss of 7 parking spaces. In addition, 72 cycle parking spaces will be provided to serve the UTC. □

□

When considering the development it is noted that the existing secondary school currently operates with 386 pupils and 45 members of staff on site at any one time. However, the secondary school has capacity for 1225 pupils aged between 11 and 19 and 143 members of staff, which is considered as the consented use at the school. Under the proposals, the consented capacity at the secondary school will be reduced to 900 pupils and 105 staff, with the overall number of pupils at the site being increased to 1500 with 168 staff. This equates to an increase of 275 pupils and 25 staff above that of the existing consented use at the site. □

□

The existing Secondary School will operate between 0850 and 1445 hrs and the proposed UTC between 0850 and 1700 hrs, providing staggered finish times between each facility. □

□

It is noted that the UTC will be occupied on a year on year basis, commencing in 2014, until full occupation is reached in 2017. This equates to an average intake of 150 pupils per year. □

□

In order to assess the development in relation to the expected impact along the surrounding highway network, a Transport Assessment (TA) has been submitted in support of the proposals, the details of which are discussed below. □

□

Parking □

□

An assessment has been undertaken of the existing and future on street parking capacity along the adjacent highway network. The assessment has been based on the current modal share in relation to staff and pupils at the secondary school to identify the existing and proposed parking demand and by undertaking a parking beat survey within a 10 minute walking distance of the site. □

□

From reviewing the parking assessment, it has been identified that during the morning, inter peak and afternoon peak periods, if the school were to operate with the consented number of pupils (1225 pupils), and under the current development proposals there will be available on street parking capacity within the surrounding area of the site. However, it is considered that this will exclude Potter Street, which would be at or over capacity, as drivers would park as close as possible to their destination. □

□

In addition it is noted that within the inter peak periods, the on street parking demand would be less than that of the consented use at the site, as there will be a reduction in the number of pupils that will attend the secondary school. □

□

When considering staff parking at the site, it is noted that when the secondary school is operating at consented capacity, over-spill parking will take place along the highway, with 41 vehicles parking on street. Under the development proposals, and taking account of the loss of staff parking (7 spaces) within the site, over spill parking by staff will be increased by 28 vehicles, giving of total of 69 vehicles parking on street. □

□

Traffic Generation □

□

The TA has undertaken comparative capacity analyses of the roundabout junction of Pinner Road/Potter Street, in order to assess the increase in vehicle trips associated with the development. □

□

The assessment has considered the operation of the existing secondary school and when operating at consented capacity (1225 pupils) within the future year - 2021. The analysis has identified that

during the AM, PM and Inter peak hours, the junction will operate at or over capacity without development traffic assigned to the highway. □

□

When considering the increase in vehicular traffic associated with proposed UTC, it has been demonstrated that there will be a further reduction in capacity and an increase in vehicle queuing at the junction, above that of the consented number of pupils at the site. □

□

In addition, it is noted that the TA considers capacity at the junction in 2031. However, this is not a representative assessment as the operation of the highway network cannot be accurately predicted within this time period. □

□

Accident Analyses □

□

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 has been demonstrated that there are no established patterns identifying specific road safety issues associated with the operation of the existing school within the surrounding area. □

□

Cycle Parking □

□

When assessing the proposals it is noted that secured cycle parking will be provided within the site, which will accommodate 72 cycles that will be allocated for the use of pupils and staff. The cycle parking provision is considered acceptable to serve the development. □

□

Mitigation □

□

The TA has identified a number of measures to mitigate against the increase demand for on street parking from staff, pupils and from the dropping off/picking up of pupils. A Travel Plan will be produced specifically for the UTC facility, separate to that of Northwood Secondary School. The Travel Plan will focus on achieving an increased relation to the mode share as identified within the TA to ensure a shift away from car use alongside peak spreading. □

□

The measures that will be provided within the Travel Plan will include the appointment of a Travel Plan Coordinator, cycling initiatives including cycle parking, a cycle club, cycle user group, the provision of a car sharing database and the promotion of Public Transport. In addition, a minibus pick up/drop off service will be operated between the school and key public transport points (bus and rail stations). □

□

Conclusion □

□

When considering the development, it is noted that there will be an increase of 275 pupils and 25 staff above the existing consented use at the site. □

□

From assessment of the on-street parking demand, it has been demonstrated that there is available capacity within the local area during the AM and inter peak and PM peak periods along the adjacent highway network. However, it is considered that the demand for on-street car parking along Potter Street will be increased as a result of the development, adding to existing levels of congestion. □

□

When considering the capacity analysis undertaken of the roundabout junction of Pinner Road and Potter Street, it is noted that the junction operates over capacity under the consented use at the site. When development traffic is added to the junction, capacity is further reduced and vehicle queuing along each arm increased. □

As a result, it is considered that further studies in relation to traffic, on-street car parking and road safety should be undertaken, which should be implemented under a suitable planning condition/S106 Agreement.

The scope of the studies shall first be agreed with the LPA and undertaken at 50% and 85% occupation of the UTC. Within 6 months of the studies, the applicant is required to identify, agree and implement appropriate remediation measures (if any), which shall be first agreed with the LPA. The studies and identified mitigation works shall be undertaken and funded by the developer.

Furthermore, in order to encourage the use of sustainable modes of transport, the measures identified within the submitted Travel Plan are required to be implemented under a suitable planning condition/S106 Agreement and include the provision of a bond to ensure compliance.

Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor and if required, update and/or amend the document in order that the aims and objectives are achieved. Therefore, a travel plan review should be undertaken and submitted to the LPA for approval at 25%, 50%, 75% and 100% occupation of pupils and staff and this should be covered through a suitable planning condition/S106 Agreement.

In addition, the following details are required to be provided and should be covered through a suitable planning condition/S106 Agreement.

Car parking within the school should be provided with 20% (active and passive) electrical charging points in accordance with the London Plan.

The access gates to the proposed car park are required to be located 10m back into the site from the boundary of the adjacent highway.

A Car Parking Management Strategy detailing how the car parking provision within the site will be managed is required to be submitted and approved in writing by the LPA prior to first occupation.

A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and utilise joint servicing to minimise disruption along the adjacent highway.

A Traffic Management Plan/Construction Project Plan is required to be submitted to and agreed in writing by the LPA before commencement of works at the site. Thereafter, all works shall be carried out in accordance with the approved document.

SUSTAINABILITY OFFICER:

I have no objections to the proposed development but require a point of clarification regarding the energy assessment.

The principle CO2 saving for the development comes from a significant reduction in emissions associated with lighting. The proposed development has a 30% improvement over a Part L compliant development.

It is unusual to see such a saving from lean measures, particularly largely focused on just one element. The applicant therefore needs to provide a robust commentary on why there is such a

significant change. □

□

Ecology □

The phase 1 habitat report recommends a couple of enhancement measures to improve ecology. The following condition is therefore necessary:□

□

Condition: □

Prior to the commencement of development a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. The development must proceed in accordance with the approved scheme. □

□

Reason: □

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan. □

□

Living Walls and Roofs □

The development does not incorporate any living walls or roofs as required by both the London Plan and the Local Plan Part 1. A condition is therefore necessary. There seems no reason why part of the roof cannot accommodate a 'living' area, and some of the elevations would lend themselves to appropriate green screening. □

□

Condition: □

Prior to the commencement of development details of inclusion of living walls and roofs within the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include planting mixes and maintenance plans. The development must proceed in accordance with the approved plans. □

□

REASON □

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.□

□

Water Efficiency □

The following condition is also necessary to ensure there is a sustainable approach to water consumption in this water stressed area. □

□

Condition: □

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

□

Reason: □

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

□

Planning Officer Comments:□

The above comments have been addressed in the applicant's Response to Energy, Sustainability and Ecology Observations dated 16 August 2013, and a Living Wall has been included in the scheme. □

□

□

SECTION 106 OFFICER: □

The following planning obligations are likely to be required if the scheme is recommended for approval: □

□

1. Traffic Impact Studies: □

□

2. Travel Plan: Prior to first occupation a full travel plan to be submitted and approved by the council. The Travel Plan shall also include the previously agreed mini bus collection service from local tube stations, such as LBH Central Line Stations. A Travel Plan bond in the sum of £20,000 is also to be secured to ensure compliance with the Travel Plan going forward. □

□

3. Public Transport Contribution: TfL have sought a financial contribution in the sum of £ 375,000 arising from this proposal. □

□

4. Project Management and Monitoring Sum: a contribution equal to 5% of the total cash contributions or a sum of £1,000 (which ever is the greater) secured to enable the management and monitoring of the resulting agreement. □

□

□

TREES/LANDSCAPE OFFICER: □

The site is occupied by a redundant two/three-storey teaching block at the southern end of the Northwood School campus. The site is served by a pedestrian entrance and a separate vehicular entrance off Potter Street. The western boundary is defined by a hedge with occasional trees and is overlooked by residential properties on the west side of Potter Street. The open school playing fields surround the building to the south, bounded by Pinner Road and to the east backing onto the rear gardens of Alandale Drive. □

□

There are significant changes of level across the site. Potter Street falls to the south-west towards Pinner Road roundabout, at the northern end of Northwood Hills Town Centre. The school playing fields are accommodated on terraces interspersed with steeply sculpted landforms, as the land falls to the south-east. Aside from the west boundary hedge, there are a number of trees/ mature shrubs to the south of the building associated with an existing car park. There are no Tree Preservation Orders or Conservation Area designations affecting the site. □

□

Proposal: □

The proposal is to demolish the existing 2/3-storey teaching block, construct a new 3-storey University Technical College (UTC); car parking; retention of existing pedestrian and vehicular access and ancillary development. □

□

Landscape considerations: □

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

- The Landscape Partnership's Tree Survey, dated June 2013 assesses the condition and quality of 27No. specimen trees and 1No. group, all along the west boundary and associated with the car park entrance. There are no 'A' grade trees, 2No. 'B' grade (T7 and T21) with the remaining trees rated 'C'.
- The tree report acknowledges (section 40) that the trees (and hedge) provide a degree of screening to the existing school buildings and the associated car park. □
- The assessment concludes that the trees along the boundary are generally in poor condition

(reflected in their 'C' grading) and in decline. New/replacement planting is identified as an objective for the landscape scheme. □

- A second group is identified either side of the existing access where the trees appear to be part of a more recent scheme, generally in better condition with a longer useful life expectancy. □

- Section 6 considers the implications of the proposed development. 2No. 'C' grade trees (T16 and T17) will be removed to enable the development (car park access). □

- There will be minor incursion of the root protection area of a further 2No. trees (T11 and T14) to the south of the footway associated with the vehicle entrance. □

- The Arboricultural Strategy, drawing No. 602_TS02AIA, proposes a 'no dig' construction specification around T11 and T14, together with protective fencing around all other trees, which are to be retained. □

- A Birch,(ref. T18 on the schedule), is leaning significantly and appears less healthy (with leaf loss) than its neighbours. The tree is exhibiting signs of stress/decline which were clearly not evident at the time of the survey. This tree should be reviewed and its removal/replacement considered. □

- The Design and Access Statement describes the Landscape Strategy in section 7.0. □

- Design objectives are set out for Recreation Areas (7.1), hard surfacing (7.2) the planting strategy (7.3), existing vegetation, arboriculture and ecology (7.5) and flood risk (7.6). These sensitively retain and utilise those features which are worthy of retention and make provision for the protection of trees and potential wildlife (bats). The layout of the site, including the buildings, site access and car parking. This arrangement will create as little disruption to existing vegetation as possible and effectively re-use the existing changes of level. The design and siting of the building, together with the retention and enhancement of vegetation on site seek to reduce the visual impact of the new building on local residents. □

- A further document Planting Strategy, by the Landscape Partnership, provides an illustrative planting schedule including the provision of supplementary trees, hedges and plants aimed at enhancing the biodiversity potential of the site and planting to create visual interest to the external spaces, for the enjoyment of those using the site. □

- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area. □

□

Recommendations: □

- Post-submission discussions with the agent and landscape consultant have led to requests for a copy of the tree survey (Schedule) to accompany the report, further details about the car park levels and boundary treatment around the edge of the car park and the playing fields. This information is to follow. □

- The LPA has also raised the issue of the Birch tree (T18) which requires review and possibly replacement as part of the proposed planting scheme. □

- Otherwise, no objection subject to the above observations and conditions COM6, COM8, COM9 (parts 1,2,4,5 and 6). □

□

□

URBAN DESIGN/CONSERVATION OFFICER: □

Northwood School was opened in 1934 and was designed by Middlesex County Council. The area is characterised by 1930s properties, of differing details and finishes, but all forming part of the planned layout. The site is highly visible with views into and out of the Hillside, Northwood Hills Area of Special Local Character. □

□

This proposal is for a new Heathrow Aviation Engineering University Technical College (Heathrow UTC) to be co-located within the grounds of Northwood School. It will be a new education facility, separate from Northwood School but sharing sports facilities. UTCs are a new concept in secondary education and offer pupils the opportunity to take technically-oriented course of study alongside the core academic subjects. Heathrow Aviation Engineering UTC is sponsored by Brunel University and a

number of employer sponsors, such as Heathrow Airport, who have been involved in shaping the curriculum. □

□

Comments: The scheme proposes the demolition and replacement of an existing classroom block located at the southern end of the school which has been predominantly unused for some time and is in poor condition. It is a large unattractive curtain-walled building and has no special interest, value or significance. Its demolition will enhance the street scene. □

□

The footprint of the new building has been constrained by level changes to the north and west and the pitches to the east and south. It is a three storeys structure that will accommodate the educational facilities required for the UTC. It is a more efficient foot-print than the existing building and will not be significantly higher. □

□

The UTC building is a modern contemporary design which accentuates the key building elements including features such as doors, windows and detailing using cladding panels and brickwork as a module within which there are openings. The side elevation is a profiled metal finish with linear slots with deep reveals to give the appearance of the cladding being an overlay to a surface underneath. The front elevation is recessed. The design concept (from the Design Statement) 'communicates the engineering function inside' and to some extent could be said to be 'inspired by other aviation and engineering facilities.' Certainly, the choice of the metallic roof folds over the long elevations and the robust blue grey brick at the base make the building appear as such. The contrasting colour elements (currently proposed as yellow to support the engineering theme) combine to provide a robust finish to the building. □

□

The landscaping has been carefully considered. The external areas will be implemented with a range of surfacing materials to create a number of textural and colour effects. The aim of the material selection is to create a relatively bright and light coloured surface finish, particularly at the main entrance. Concrete flag, setts and block paving would be used. The existing site boundary of mature hedges with a mixture of railings and weldmesh fencing will be retained as well as the existing pedestrian and vehicle access gates. □

□

Conclusion: This is a modern, contemporarily designed building, most suitable to a school site of this nature. The scale of the building has been carefully considered to replicate what originally exists on the site and the landscaping also carefully considered. I support the vivid colours as they will enliven the street scene. □

□

Acceptable in design and will not adversely harm views into and out of the Hillside, Northwood Hills Area of Special Local Character. The proposal will sustain and not adversely harm the significance of the area or the adjoining heritage asset. □

□

A condition is required to approve the precise materials on site, signage and colour scheme. □

□

□

WASTE SERVICES: □

Waste storage area shown. Providing the Engineers are confident that the vehicular access is sufficient, then the area is acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) 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 pro actively 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. The school leaving age has now been raised from 16 years (Year 11) to 17/18 years (Summer 2013/Summer 2015). This has therefore led to an increase in placement requirements, particularly for those pupils who would not otherwise be provided for in traditional education, but would instead benefit from practical hands-on technical learning. The proposed University Technical College would therefore provide an additional educational facility that goes some way in addressing existing and future demand for secondary school places and technically orientated courses.□

□

Notwithstanding the above mentioned policies, which seek to encourage educational development, it should be noted that the proposed development would result in loss of part of the playing field to accommodate the parking and servicing areas and the informal recreation/circulation space surrounding the building.□

□

Paragraph 74 of the National Planning Policy Framework (March 2012) states that:□

□

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

- an assessment has been undertaken which has clearly shown 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 alter native sports and recreational provision, the needs for which clearly outweigh the loss".□

□

London Plan Policy 3.19 similarly seeks to resist the loss of sport facilities including playing fields. This is reiterated in Policy R4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).□

□

In this instance, Sport England have confirmed that whilst the scheme will result in a loss of playing field land, much of the area lost is considered unusable owing to the undulating levels and gradient. Sport England consider that the remaining playing field to the south of the proposed development will remain capable of accommodating a football pitch or appropriate dimensions, and therefore the sporting potential of the site had been maintained. Accordingly, they have raised no objections to the scheme subject to a condition regarding community use of the site.□

□

Furthermore, educational use of the site is already well established. 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 no objection to the scheme, subject to a condition regarding community use. 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 application.

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

Not applicable. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, Area of Special Local Character or Listed Buildings within the immediate vicinity of the site.□

□

Whilst concerns have been raised over the impact of the development on the Hillside, Northwood Hills Area of Special Local Character, due to screening provided by properties in Potter Street, only limited views of the application site would be available from here and it is not considered that the development would have any significant detrimental impact on the visual amenities of the surrounding area.

7.04 Airport safeguarding

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

7.05 Impact on the green belt

Not applicable. There is no green belt land within the vicinity of the application site.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved Policies UDP (November 2012) requires that the design of new development in terms of layout and appearance should harmonise with the existing street scene and the surrounding area. □

□

The existing classroom block has been largely unused for sometime and is therefore in a very poor condition and no longer fit for purpose as an education facility. This would be demolished and replaced with a new building with a high quality modern design. The proposed building would be set back 35.7m from the Potter Street boundary to accommodate the significant change in levels on the site, and to reduce its visual impact. The main entrance to the UTC would be via a footbridge to allow for a level access from the street. It is not considered that the location and design of the proposed building would have an unacceptable visual impact on the character and appearance of the street scene. Furthermore, it could be argued that it would improve the visual amenities of the school site and surrounding area by replacing the existing dilapidated buildings. □

□

Whilst the proposed scheme would create a car park on the northwest corner of the application site, along the boundary with Potter Street, its impact on the street scene would be softened by tree planting along the site's front boundary. Conditions would be imposed, should planning permission be granted, to ensure sufficient and appropriate landscaping is provided along this frontage, as per the recommendations of the Council's Trees/Landscape Officer and, as such, it is not considered that the car park would have an unacceptable visual impact on the visual amenities of the school site or surrounding area. □

□

The proposal is considered to be in keeping with the character and appearance of the area and it is not considered that it would have any significant impact on the visual amenities of the street scene or surrounding area. Accordingly, the proposal is considered to fully comply with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved Policies UDP (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21, BE22 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that the design and layout of new buildings do not result in a significant loss of residential amenity due to overdominance, loss of light or loss of privacy. □

□

The nearest residential properties are located approximately 20m away from the nearest part of the application site, on the opposite side of Potter Street. The proposed building would be located 35.7m from the Potter Street boundary and is therefore set further back than the existing building (9.7m from the boundary). This complies with guidance within the Council's Supplementary Planning Document on Residential Extensions which requires a minimum separation distance of 21m to prevent unacceptable overlooking. It is therefore considered that the development would not result in a significant amount of overlooking or loss of privacy. Furthermore, given this distance it is not considered that the development would result in any significant loss of light or outlook over and above the existing building. □

□

The development includes a roof plant which would be set back 11.20m from the front of the building and would be screened by cladding panels and louvre panels. It is considered that the roof plant is set back sufficiently to reduce the visual impact on neighbouring properties. □

□

All other parts of the development would be located a significant distance away from the nearest residential properties. Accordingly, it is not considered that the development would have any significant impact on residential amenity.□

□

The impact of noise arising from the development on neighbouring properties is addressed within section 7.18 of this report, and subject to conditions the development would have no adverse impacts on the amenity of nearby occupiers in this respect.□

□

Overall, it is not considered that the proposed development would have any adverse impacts on the amenity of nearby residential occupiers subject to appropriate conditions relating to control of noise, external lighting and community use of the site.

7.09 Living conditions for future occupiers

Not applicable to this type of application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposal would result in the creation of a new education facility (Heathrow Aviation University Technical College (UTC)) at the Northwood School site. This facility would be additional to the existing school, albeit some of the existing buildings would be demolished to make space for it. A Transport Assessment has been submitted in support of the development, along with a Travel Plan.□

□

It is understood that despite current pupil numbers of only 386, the existing Northwood School could accommodate up to 1,225 pupils within its existing accommodation. Given that planning permission would not be required for the school to operate at this capacity at any time, should there be sufficient demand, it is considered reasonable to use this figure as the baseline for assessment. The Transport Assessment confirms that it is "the future aspiration of the school" to increase pupil numbers to 900. Accordingly, the assessment has been based on a maximum potential capacity of Northwood School of 900, if at full capacity and if the UTC took place. The UTC would accommodate up to 600 pupils and, accordingly, there could be a total of up to 1,500 pupils across the two establishments, representing an overall increase of up to 275 pupils over the existing school's permitted capacity.□

□

In terms of staff numbers the Transport Assessment confirms that the UTC will employ 63 staff and that the existing Northwood School would employ up to 143 staff if operating at a full capacity of 900. This represents an increase of 25 staff across the two establishments

□

In terms of car parking, the school currently has two car parks. The southern car park, which currently accommodates 44 marked bays would be replaced with a new 37 space car park, dedicated to the UTC. This would include three disability standard spaces. An additional disabled parking space is also proposed near the site entrance along Potter Street. Three spaces would be served by electric vehicle charging points. This car park would be solely for use by staff and visitors to the school and as is typical of most school sites, parents and students would use surrounding roads for pupil drop-off, pick-up and parking. Cycle storage for 72 cycles is proposed north east of the main entrance.□

□

In terms of trip generation, the Transport Assessment confirms that there is sufficient capacity for medium to long-term parking demand from staff on surrounding roads. Furthermore, it concludes that it would not result in any significant impact on nearby junction capacity over and above that which would occur if the school was currently operating at full capacity (1,225 pupils) and 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. Whilst it is acknowledged that Potter Street becomes congested at peak pick-up and drop-off times, notably there is ample parking capacity within the surrounding area, a short walk away from the school, and the Travel Plan will assist in spreading the peak demand period and encouraging use of more sustainable modes of transport. Accordingly, subject to adoption of a robust Green Travel Plan, it is not considered that the proposed development would have such a significant impact on congestion and junction capacity, over and above the existing consented use, that refusal could be justified. □

□ Notwithstanding this, and the applicant's assertion that the development would have nil detriment on the surrounding highway network, officers nevertheless consider that if planning permission is granted, further analysis should be carried out, as pupil numbers increase, to assess the actual impact at that time and that if deemed necessary appropriate mitigation measures should then be put in place. Whilst it is acknowledged that there is sufficient on-street parking capacity within easy walking distance of the site, given that most people would be likely to choose to park as close to their destination as possible, particular concern is raised over the potential impact the development could have on Potter Street if proposed Travel Plan measures are not sufficiently effective. Accordingly, should planning permission be granted it is recommended that this should be subject to a S106 agreement requiring the applicant to undertake further studies into the impact of the development on the local highway network, once the UTC is occupied, and to implement and/or contribute towards the provision of appropriate mitigation measures if identified as necessary. □

□ 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 have any significant impact on the highway network. It is however acknowledged that there would be increased demand for medium to long term on-street parking from staff. The above mentioned measures, which would be subject to a S106 agreement, would address this issue. □

□ Whilst all surrounding roads fall under the jurisdiction of the London Borough of Hillingdon, Transport for London (TfL) have an interest in Pinner Road, which is designated as a London Distributor Road and is a main bus route. Accordingly, TfL are requesting a contribution of £375,000 towards the provision of one additional return journey on the H13 bus route for a period of five years, to accommodate the additional demand the UTC would create. □

□ It is noted however that TfL have based their assessment on the existing pupil and staff numbers at Northwood School rather than the higher number of pupils the school could accommodate within their existing buildings if the school was full. This is important in that the school could increase numbers to full capacity without needing any planning permission, or needing to consult with TfL. □

□ Given that the Local Planning Authority has no control over the existing accommodation and number of pupils it could accommodate, and that the school has operated with a pupil roll of 1,225 within the past five years, it is considered that the baseline for assessment should be based on the existing school's maximum capacity of 1,225 and therefore TfL's request is difficult to justify. □

□

This view is in accordance with Department for Transport guidelines which state that baseline transport data should be based on:□

□

"The quantification of the person trips generated from the existing site and their modal distribution, or, where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses" (Department for Transport, Guidance on Transport Assessment, March 2007).□

□

TfL are seeking funding for the increase from current pupil numbers of only 374. However the school's maximum capacity is 1,225. This planning application would see the pupil numbers grow by 275 to 1,500. Whilst it would be appropriate to address the net gain of the 275 pupils, it is extremely difficult (unreasonable) to justify seeking a contribution to mitigate the impacts from an increase of 374 to 1,500.□

□

Regulation 122 of the Community Infrastructure Levy Regulations 2010 state that Planning Obligations must be:□

(i) necessary to make the development in planning terms;□

(ii) directly related to the proposed development;□

(iii) fairly and reasonably related in scale and kind to the proposed development; □

□

It is not considered that TfL's request is fairly and reasonably related to the scale of the proposed development, given Northwood School's consented use to operate at a much higher capacity than it currently does, or that based on this that their request is reasonable. Accordingly, it is not considered that their request for funding meets the requirements of Regulation 122. □

□

It should also be noted that officers have been verbally advised by the agent, the applicant and representatives of the Education Funding Agency (EFA) that the EFA has allowed no money for S106 type contributions and that this may render the scheme unviable. □

□

In terms of cycle parking facilities it is proposed to provide facilities for the storage of up to 72 bicycles, for use by the UTC. TfL's Cycle Parking standards require 1 space to be provided per 10 staff or pupils. Accordingly, the proposed provision exceeds these standards and is considered to be acceptable.□

□

Subject to the applicant agreeing to the provision of a robust green travel plan and studies and mitigation measures relating to the potential impact of the development on the local highway network, to be secured via a S106 agreement, 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. Notably, no objections have been raised by the Council's Highway Engineer, subject to these measure:

7.11 Urban design, access and security

-Urban design□

The size, scale, height and design of the proposed building is considered to be acceptable in this location and would positively contribute to the street scene of Potter Street. The modern design and use of a range of materials including blue grey brick, grey cladding panels and metallic roofing adds variation and interest to the building.□

□

It is considered that the proposed building would be in keeping with the character and appearance of the surrounding area and would enhance the visual amenities of the school

site and the street scene. Notably, the Council's Urban Design Officer considers the proposed scheme to be acceptable in design terms subject to details of the precise materials, signage and colour scheme of the proposed building. This can be dealt with by way of a condition. □

□

- Security □

The application is supported by a Design and Access Statement setting out security measures of the proposed UTC, which includes maximisation of natural surveillance, provision of appropriate boundary treatments and planting, and provision of access control gates and doors, along with details of the proposed CCTV. The applicant has also submitted a Secure By Design application to the Metropolitan Police. □

□

The Metropolitan Police Crime Prevention Design Adviser does not object to the proposed security measures. Therefore, subject to a condition requiring the development to achieve Secure by Design accreditation, it is considered that an appropriate level of security would be achieved.

7.12 Disabled access

The submitted Design and Access Statement confirms that level access will be provided throughout the proposed development. Lift access would be provided to all three floors and disabled WC facilities would be provided throughout the building. A potential Hygiene Room has been identified on the ground floor. □

□

The Council's Access Officer considers the proposed scheme to be acceptable subject to a condition relating to the proposed passenger lift. Whilst the applicant has provided a Fire Safety Evacuation Strategy Report demonstrating how persons unable to escape by stairs would be evacuated from the building in an emergency, the Council's Access Officer has advised that additional information is required. Accordingly, this would be required by way of condition should approval be granted. □

□

Therefore, the development is considered to be fully acceptable in terms of accessibility and in compliance with Policy 7.2 of the London Plan (July 2012) and the Council's Supplementary Planning Document: Accessible Hillingdon (May 2013).

7.13 Provision of affordable & special needs housing

Not applicable for the application.

7.14 Trees, Landscaping and Ecology

The proposed scheme includes a car park located on the northwest corner of the application site, along the boundary with Potter Street. A student social area and informal ball shooting area would be provided at the rear of the building. The car park, the student social area and the informal ball shooting area would be separated from the playing fields by the installation of new hedges. The proposal also includes the incorporation of a green wall along the retaining wall northeast of the proposed building. □

□

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

□

Planting would be incorporated into the car park in order to help break up the areas of hard standing, whilst the proposed bin store would be screened by planting in order to reduce its

visual impact. Further planting would be placed around the front and side of the proposed building and on either side of the arrival footbridge. It is considered that the additional planting will enhance the visual amenities of the school site.□

□

Notably, the Council's Trees/landscape Officer has raised no objections subject to conditions relating to tree protection and landscape scheme to ensure sufficient and appropriate landscaping.

7.15 Sustainable waste management

The development would be served by a timber refuse store (measuring 8m x 4m) located on the south western corner of the proposed car park, which would be accessible to large refuse vehicles (3 axle). The store would accommodate 9 bins which could be appropriately divided between general waste and recycling storage and is considered adequate to serve the development.□

□

It should be noted that the school ultimately has discretion over which waste management methods are used on site, however the proposals demonstrate that adequate provision could be made and accordingly the development would accord with Policy 5.17 of the London Plan.

7.16 Renewable energy / Sustainability

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

□

In accordance with this policy the applicant has submitted a Carbon Emissions Assessment and Outline Approved Document L2A: 2010 Compliance Report to demonstrate how the London Plan objectives will be met. The measures proposed include the installation of 72sq.m of photovoltaic panels on the roof of the proposed building, and incorporation of energy efficient building measures including provision of energy efficient lighting. Notably, clarification has been provided which addresses the comments made by the Council's Sustainability Officer in this regard, and, accordingly, no objections are raised in this respect.□

□

London Plan policy 5.11 states that major development proposals should provide green roofs and/or green walls where feasible. Policy 5.13 requires that new developments should employ sustainable drainage solutions, and policy 5.15 requires that new developments minimise the use of mains water and promote the use of rainwater harvesting.□

□

The development would incorporate a green wall, sustainable drainage, rainwater harvesting and grey water recycling in accordance with these requirements.□

□

Accordingly, the development would accord with the aforementioned London Plan Policies. Notably, the Council's Sustainability Officer has raised no objections subject to conditions relating to ecology and water efficiency.

7.17 Flooding or Drainage Issues

The application site is not located within a flood risk area and covers less than 1 hectare. The applicant has submitted a Flood Risk And Drainage Strategy in support of the application.□

□

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 submitted Flood Risk And Drainage Strategy incorporates a number of positive measures including permeable circulation surfaces, surface attenuation and below-ground attenuation. The development would also incorporate rainwater harvesting to minimise the use of mains water. □

□

The Council's Floodwater Management Officer raises no objection provided that the development is carried out in accordance with the sustainable drainage measures set out in the submitted Flood Risk And Drainage Strategy. This can be dealt with by way of a condition.

7.18 Noise or Air Quality Issues

- Noise □

Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012) seek to ensure that developments which have the potential to generate noise are only permitted where their impacts can be mitigated to an acceptable level. □

□

In order to address this policy requirement the application is supported by a noise assessment (Acoustic Feasibility Report). The Council's Environmental Protection Unit has raised no objection to the proposal and therefore, subject to conditions to ensure acceptable noise levels to the nearest residential properties, such as permanently fixed shut windows on the lower ground floor on the west elevation, it is not considered that the proposal would have any significant adverse impacts on the amenity of nearby occupiers due to noise from the external roof plant and the 'factory floor' such that refusal could be justified. The proposal would therefore comply with Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012). □

□

It should be noted that the lower ground floor is in fact below ground level when viewed from Potter Street. The levels would therefore mitigate to an extent noise impacts from the lower ground floor. □

□

- Air Quality □

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

7.19 Comments on Public Consultations

Points 2, 3, 4, 5, 7, 8, 9, 10, 13, 16, 18, 20, 22, 23, 24, 28, 30, 31, 32, 33 are addressed within the body of the report. □

□

Point 1 raises concern that demolition of the existing building has occurred before approval has been granted. The applicant applied for demolition consent under Schedule 2 Part 31 of the Town and Country Planning General Development Order 1995 (application ref: 12850/APP/2013/1608). The Council determined that prior approval was not required for the demolition of the building on 10-07-2013. □

□

Point 6 comments that improvements to Joel Street would occur at the same time as the construction of the UTC. This is noted. However, refusal could not be justified on this basis. Notably, the applicant has submitted a construction management plan that would address how vehicle movements to and from the site would be managed during construction works.

□

Point 11 raises concern over the impact on water and sewage supplies. Notably the applicant would be required to comply with building regulations and Thames Water requirements in this regard. An informative advising of Thames Water's contact details is attached. □

□
Point 12 raised concerns over increased demand for fast food outlets and subsequent problems with litter and rats. Any change of use from retail (A1) to takeaways (A5) would be subject to the appropriate planning legislation. Issues of litter and rats would be subject to environmental protection legislation. □

□
Point 14 comments that an increased amount of primary school children will cause Northwood School to be full in a few years time. Currently Northwood School has capacity for 1225 pupils and would not require planning permission to reach this capacity. □

□
Point 15 suggests that the entrance to the UTC should be from Pinner Road. It is not considered likely that this would be acceptable due to the resulting loss of playing fields which would be contrary to current planning policy and would be likely to give rise to objections from Sport England. The Council's Highway Engineer has advised that an entrance onto Pinner Road is unlikely to be acceptable given its designations as London Distributor Road. □

□
Point 17 suggests that inadequate consultation has been carried out. Any consultation carried out by the applicant prior to submission of the application is voluntary. The Local Planning Authority has consulted local residents and posted site and press notices. This exceeds statutory guidelines. □

□
Points 19 and 25 comments that there are no details of the proposed out of hours use and the use of the facilities by sponsors. Such details would be required by way of a condition requesting a community use scheme. □

□
Point 21 raises concerns over the impact of early morning deliveries. It is considered that this can be controlled through a Delivery and Servicing Plan, which can be dealt with by way of a condition. □

□
Point 26 comments that there is insufficient details of any proposed signage. Educational facilities are allowed to display signs below 1.2m without the need for advertisement consent. Signs exceeding 1.2m would require advertisement consent. □

□
Point 27 suggests that key documents were missing from the application. It is considered that sufficient information has been submitted to enable the Council to carry out its assessment. Any further information would be required by way of a planning condition or Section 106 Agreement. □

□
Point 29 comments that there are insufficient details of the gas building and substation. Further details of these buildings would be required by way of conditions should planning permission be granted. □

□
Point 34 raises concern that there would be a change of use from a school to light engineering. The site will remain in use as an educational facility (Use Class D1). Due to the specialist nature of the college, pupils would be taught practical engineering skills on various engineering equipment located on the lower ground floor. □

□
Point 35 raises concern over impacts from the demolition and construction works. The applicant has submitted a Construction Project Plan. The development would also be subject to environmental protection legislation. □

□
The concerns raised within the objection petition are considered to be fully addressed within the body of the report. □

□
Regarding the additional objections received during the reconsultation, points a, b, c, d, e, g, h, i and k are addressed within the body of the report. □

□
Point f raises concern over the impact an increased number of students would have on the Hogs Back open space. It is not considered that the proposals would give rise to a significant increase in students likely to use this space over and above that of the existing school if at full capacity. Furthermore, it should be noted that whilst in relative close proximity, there are no direct walking routes from the UTC to the Hogs Back open space. Notwithstanding this, the use of public open space by school children is considered to be acceptable. □

□
Point j raises concern over the enforceability of the no car policy for students. This would be addressed through a Travel Plan and Section 106 agreements. □

□
Point l comments that the entrance gates have only been moved back 10m during the construction period and not permanently. This would be dealt with by way of condition if planning permission is granted.

7.20 Planning Obligations

Policy R17 of the Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.' □

□
In this instance planning obligations relating to the provision of additional traffic impact studies, associated mitigation measures, provision of a Travel Plan and project management and monitoring are required. □

□
Notably, 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 to this application.

7.22 Other Issues

- Lighting □

The proposal includes the provision of 11 6m high light columns located within the car park and around the cycle storage area/entrance plaza. The light columns would face down to the ground and have an illumination of 20 lux. It is considered that the proposed external lighting would be acceptable and would not result in a significantly adverse impact on the surrounding area.

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 for the application.

10. CONCLUSION

This application seeks full planning permission for the demolition of an existing two-three storey teaching block and the construction of a new three-storey University Technical College (Heathrow UTC). The proposed scheme includes changes to the car parking layout, landscaping and ancillary development. The existing pedestrian and vehicular access will be retained as part of the proposed scheme.□

□

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 the scheme would not result in a significant loss of playing field and that the remaining playing field south of the proposed development will remain capable of accommodating a football pitch of appropriate dimensions, thereby maintaining the sporting potential of the site.□

□

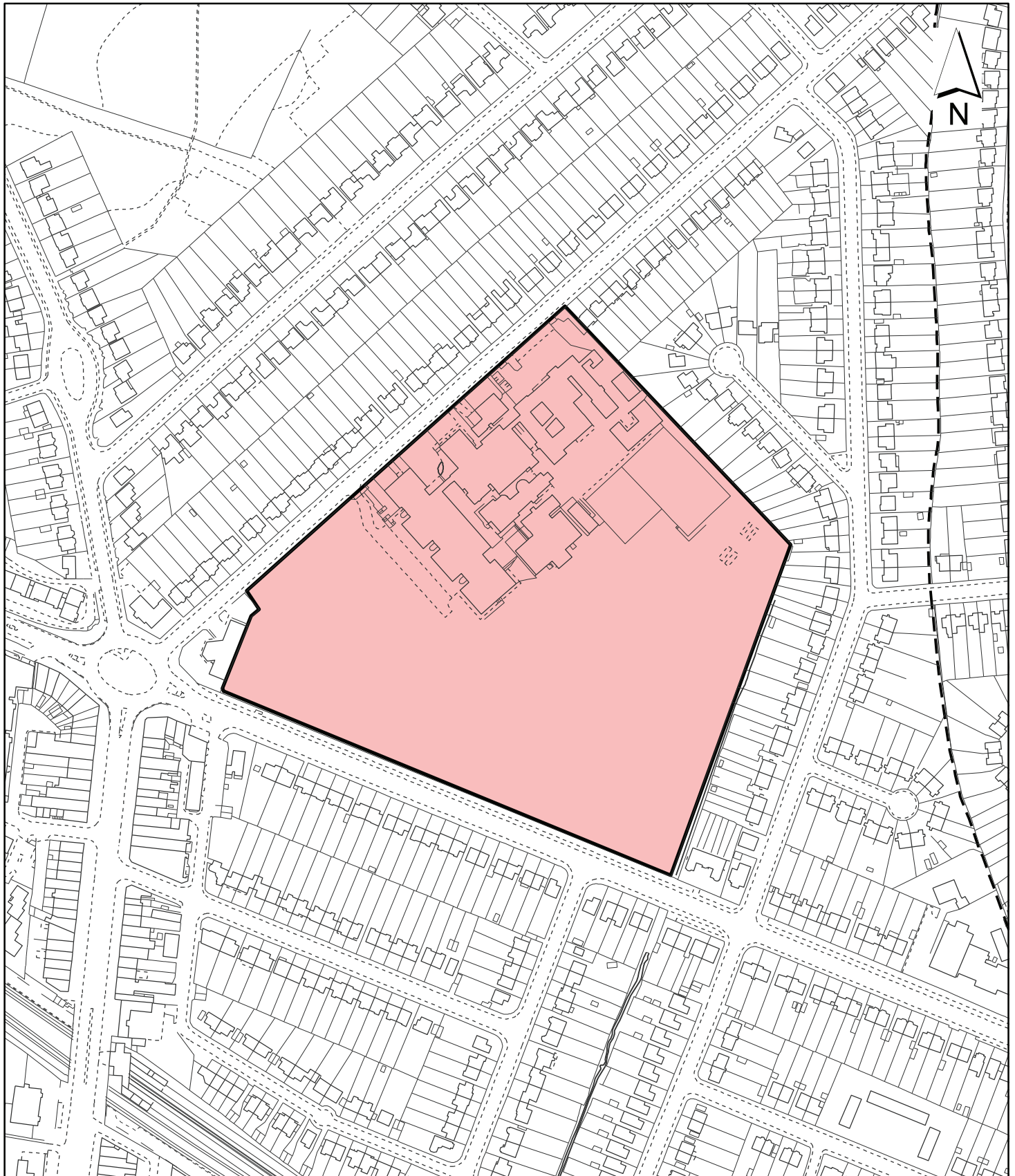
It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential units and 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 (May 2013)□
- 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□
- Hillingdon Supplementary Planning Document - Planning Obligations

Contact Officer: Johanna Hart

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Notes

 Site boundary

For identification purposes only.

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Potter Street
Northwood**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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Telephone No.: Uxbridge 250111

Planning Application Ref:
12850/APP/2013/1810

Scale
1:3,000

Planning Committee
Major Applications

Date
**September
2013**



HILLINGDON
LONDON