

Report of the Head of Planning, Sport and Green Spaces

Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

Development: Retention of 203 car parking spaces which were formerly permitted under a temporary planning permission.

LBH Ref Nos: 532/APP/2014/28

Drawing Nos: Car Parking Justification Statement
Flood Risk Assessment
BU-GW-00-PLN-065
BU-GW-00-SIT-065

Date Plans Received: 16/03/2012 **Date(s) of Amendment(s):**

Date Application Valid: 16/12/2013

1. SUMMARY

The application seeks planning permission for the retention of 203 car parking spaces in 4 campus parking zones across the Brunel University Campus. Temporary consent was granted for a period of 5 years under planning decision reference 532/APP/2003/1790 for the car parking spaces set out in this application.

The retention of the 203 car parking spaces is considered to be acceptable on highways grounds with no adverse flooding or drainage concerns and the spaces form part of the approved quantum of car parking spaces as set out in the Outline planning permission for the development of the campus. The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers.

It is considered that the 203 car parking spaces across 4 campus car parking zones would not have any significant impact on the openness of the Green Belt within this developed site and the car parking spaces do not result in an unacceptable visual impact on the visual amenities of the wider area in general.

Accordingly, the application is recommended for approval, subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers BU-GW-00-PLN-065 and BU-GW-00-SIT-065 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

2 RES15 Sustainable Water Management (changed from SUDS)

Within 6 months of the date of this decision a Drainage Masterplan for the provision of

sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in the Flood Risk Assessment to provide a minimum of 67 cubic metres surface water attenuation and incorporates sustainable urban drainage in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. Provide information on all SUDS features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow path depths and velocities identified as well as any hazards and safe access and egress must be demonstrated.
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

The approved plan shall be fully implemented within 6 months of the Council's approval.

REASON

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

3 NONSC Non Standard Condition

Within 6 months of the date of this decision a Flood Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall clearly demonstrate how it follows the recommendations set out in the Flood Risk Assessment approved as part of this application. The Flood Management Plan shall include details of risk from all sources of flooding, action to be taken by the University and detail the warning process for those on site.

The approved plan shall be fully implemented within 6 months of the Council's approval.

REASON

To reduce the impact of flooding on the existing development and to comply with Policies 5.12 and 5.13 of the London Plan (July 2011) and Policy EM6 of Hillingdon Local Plan: Part One Strategic Policies (November 2012).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises areas of hardstanding totalling 0.23ha, located on either side of the South Loop Road that lines the southern boundary of the Uxbridge Campus (the Campus) of Brunel University.

The South Loop Road runs parallel to the southern boundary of the site, linking the eastern access on Kingston Lane to the western edge of the site which is bounded by Cleveland Road. The service road crosses the River Pinn approximately half way along the southern boundary.

Brunel University is a Major Developed Site within the Metropolitan Green Belt as identified in the Hillingdon Local Plan (November 2012). The site also falls within a flood zone to the proximity of the site to the River Pinn.

3.2 Proposed Scheme

This retrospective application seeks full planning permission for the retention of 203 car parking spaces. The car parking spaces are divided between the following Campus parking zones:

South Loop Section 3 - 58 Spaces;
South Loop Section 4 - 89 Spaces;
Adjacent to Faraday Hall - 4 Spaces;
Adjacent to Jason Lowe Building - 52 Spaces.

The hardstanding (a combination of Grasscrete and Tarmac construction) that accommodates the car parking spaces is already in place and level access from the adjacent South Loop Road is provided.

3.3 Relevant Planning History

532/APP/2003/1431 Brunel University, Uxbridge Campus Cleveland Road Uxbridge
TEMPORARY CAR PARKING FOR A PERIOD OF FIVE YEARS ON SOUTHERN LOOP ROAD, TEMPORARY CONTRACTORS CAR PARKING, PERMANENT RECONFIGURATION OF THE WILFRED BROWN BUILDING AND MEDICAL CENTRE PARKING, CYCLE AND MOTOR BIKE STORAGE, ASSOCIATED SURFACING, LIGHTING, SIGNAGE, DRAINAGE, BARRIERS AND LANDSCAPING

Decision: 30-07-2003 Withdrawn

532/APP/2003/1790 Brunel University Cleveland Road Uxbridge
TEMPORARY CAR PARKING FOR A PERIOD OF FIVE YEARS ON THE SOUTHERN PERIMETER ROAD; NEW CYCLE AND MOTORCYCLE STORAGE, RECONFIGURATION OF THE WILFRED BROWN CAR PARK; PARKING IN FRONT OF THE WILFRED BROWN BUILDING AND THE MEDICAL CENTRE, INCLUDING ALL ASSOCIATED WORKS

Decision: 30-09-2003 Approved

Comment on Relevant Planning History

Outline planning permission for the development of the Campus (ref: 532/APP/2002/2237) was granted in April 2004 and allows for a total provision of 2,598 car parking spaces. However, a Travel Plan forms part of the approved application documentation and requires the level of car parking to be reduced to 2,088 spaces across the Campus by the end of the 2012.

The 203 car parking spaces which are the subject of this application comprise part of the approved quantum of car parking spaces for the Campus. Temporary planning permission for their installation was approved by London Borough of Hillingdon (LBH) on 30th September 2003 (ref: 532/APP/2003/1790). However, the permission was not extended beyond its expiration date of 30th September 2008.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E7 (2012) Raising Skills
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

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.
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL5 Development proposals adjacent to the Green Belt
- PR22 Brunel University
- LPP 5.12 (2011) Flood risk management
- LPP 5.15 (2011) Water use and supplies
- LPP 7.16 (2011) Green Belt

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th January 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to Cleveland Road Residents Association and Cleveland Road Neighbourhood Watch on 07/01/14. The application was advertised in a local newspaper and a site notice was posted. No objections have been received.

EXTERNAL CONSULTEES

ENVIRONMENT AGENCY:

We have no objections to the application as submitted.

GREATER LONDON AUTHORITY:

We have taken the view in the past that free-standing car park applications are not referable under category 3F, as there has to be a development associated with the car parking, not just a car park on its own. Therefore we will not be responding to this consultation.

Internal Consultees

HIGHWAYS:

No comments in respect of this application.

TREES & LANDSCAPING:

Context:

The site occupies land adjacent to the South Loop Road, which runs around the southern perimeter of the Brunel University campus. The road runs parallel to the southern boundary of the site, linking the eastern access on Kingston Lane to the western edge of the site which is bounded by Cleveland Road. The service road crosses the River Pinn approximately half way along the southern boundary. It provides access to the two large car parks in the south-east and south-west corners of the site, as well as access to the service yards of faculty buildings and student accommodation blocks to the north of the Loop Road. The car park spaces have been installed at right angles to the road and are situated within a wide tree-lined grass verge. The site boundary is defined by a secure steel palisade fence beyond which is a hedge and the open land of the River Pinn meadows and flood plain. The campus lies within the Green Belt.

Proposal:

The proposal is to retain 203 car parking spaces which were formerly permitted under a temporary planning permission.

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.

Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might harm the visual amenity of the Green Belt by reason of siting, materials or design.

This application concerns 203 car park spaces, in the main to the south of the access road, which are the subject of an expired 5 year temporary permission (ref. 532/APP/2003/1790). No tree survey has been submitted. However, the information provided on the planning application form (Q15) indicates that no trees will be removed/affected by the development. Section 3 of the Supporting Statement confirms that the hard-standing for parking spaces consists of a combination of Grasscrete and Tarmac which is already in place.

In this case the parking arrangement does not appear to have an adverse impact on the trees within the verge and the existing combination of parkland trees within the verge, re-enforced by the native hedging along the boundary provides an appropriate 'soft' edge to the site. If the application is recommended for approval, the existing trees and landscape should be retained. However, it is not considered necessary to undertake additional work to preserve and enhance the character and appearance of the area.

Recommendations:

This development is unlikely to have any impact on trees or landscape features of merit. No

objection subject to the above observations.

FLOODWATER AND DRAINAGE:

As the applicant has submitted a Flood Risk Assessment for the site and the proposed location of the car parking spaces, although a few are at low risk of fluvial flooding, a small number are also subject to potential depths of surface flooding. However as attenuation to control surface water on the site, is to be provided elsewhere on campus, and that the University have included this area in their Flood Plan that the area will be removed from use, I am in a position to recommend approval subject to the following conditions:

Within 6 months of commencement, a Drainage Masterplan for the university for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment, produced by Arup dated Dec 2013 to provide a minimum of 67m³ surface water attenuation and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

1. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume. Any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards (safe access and egress must be demonstrated). Measures taken to prevent pollution of the receiving groundwater and/or surface waters should also be shown together with how temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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

REASON

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

Within 6 months of commencement a Flood Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. The plan shall clearly demonstrate how it follows the recommendations set out in The Flood Risk Assessment, produced by Arup dated Dec 2013 including:

A site wide Flood Management Plan detailing areas at risk from all sources of flooding, action to be taken by University and detail the warning process of those on site.

REASON

To reduce the impact of flooding on the proposed development and future occupants and to comply with Policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding in compliance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012 and Policy 5.12 of the London Plan (July 2011).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the permanent retention of 203 car parking spaces within the Brunel

Campus is acceptable when considered against saved policies AM2, AM7, AM14 and AM15 of the UDP and Policy 6.13 of the London Plan. The permanent retention of the 203 car parking spaces along the South Loop Road forms part of the overall allocation of car parking spaces on this site and their presence is not considered detrimental to the openness of this major developed site in the Green Belt.

Temporary planning consent was approved in September 2003 for 203 car parking spaces. Outline planning permission for the development of the Campus was subsequently granted in April 2004 with an approved parking allocation of 2,598 car parking spaces. A Travel Plan approved as part of this application set out a requirement for the car parking to be reduced to 2,088 spaces across the Campus by the end of 2012.

It is considered that the 203 car parking spaces that are the subject of this application are included within the 2,088 car parking spaces confirmed on the site at the end of 2012/2013 Academic Year.

7.02 Density of the proposed development

As this application seeks to permanently retain 203 car parking spaces within the Brunel University Campus, an assessment of the density of the development is not considered appropriate or relevant in this instance.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area. It is noted that there are listed buildings on the site, however it is considered that the retention of 203 car parking spaces along South Loop Road will not impinge on the character and integrity of the listed buildings. As such, it is considered that the scheme would not impact in the heritage of the borough.

7.04 Airport safeguarding

It is considered that the proposal for the permanent retention of 203 car parking spaces along South Loop Road would not impact on the safe operation of any airport.

7.05 Impact on the green belt

Policies OL1 and OL5 are relevant to this development given that Brunel University Campus is a major developed site within the Green Belt. These policies will only allow proposals which do not injure the visual amenities of the greenbelt. It is considered that measures such as the use of Grasscrete and the siting of the car parking spaces within a wide tree-lined grass verge serve to protect the visual amenities of the greenbelt. It is thus considered that the retention of 203 car parking spaces along South Loop Road would not adversely affect the visual amenities and openness of Green Belt land in the overall context of this major developed site and is in accordance with policies OL1 and OL5 of the UDP.

7.07 Impact on the character & appearance of the area

Policy BE38 seeks to ensure that new development complements or improves the character and amenity of the area. Policy BE38 seeks the retention of topographical and landscape features, and provision of new planting and landscaping in developments proposals. The car parking spaces that are the subject of this application are situated within a wide tree-lined grass verge and the hardstanding accommodating the car parking spaces incorporates a combination of Grasscrete and Tarmac construction which serves to reduce the impact of the car parking spaces on the character and appearance of the area.

It is considered that the proposal to retain 203 car parking spaces along South Loop Road is compliant with Policies BE38 of the UDP.

7.08 Impact on neighbours

It is considered that the proposal to retain 203 car parking spaces adjacent to the southern boundary of the Brunel University Campus does not generate adverse impacts in respect of the residential amenity of adjoining residential occupiers. In this regard it is considered that there is an adequate separation distance between the car parking spaces and the residential properties on Cleveland Road and Church Road. Furthermore, tree buffering along the southern and western perimeter of Brunel University Campus serves to protect the residential amenity of adjoining residential occupiers.

7.09 Living conditions for future occupiers

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not considered relevant in this instance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

London Plan Policy 6.13 seeks to promote new development, but also find a balance that ensures that development is accessible to cars without undermining cycling, walking and public transport use. The London Plan does not provide specific car parking requirements for higher educational land uses, however there is an equivalent in PPG13 that allows for a national maximum parking standard of 1 space per 2 staff and 1 space per 15 students in higher education facilities.

Approximately 2,500 staff and 15,000 students were registered to use the Uxbridge Campus for the 2011/12 academic year, which on the basis of the parking standards set out in PPG13 equates to a maximum of 2,250 spaces.

Level of Car Parking on the Uxbridge Campus

The applicant has gradually reduced the number of car parking spaces on the Campus over recent years, in line with the requirements of the Travel Plan approved under the Outline planning permission (ref: 532/APP/2002/2237) for the Brunel University Campus. The applicant has confirmed that 100 parking spaces have been removed each year from 2008-2012 leading to a reduction of car parking spaces on Brunel University Campus from 2,598 spaces in 2008 to 2,088 spaces at the end of 2012.

The most recent car parking survey was undertaken in September 2013. The results of this survey confirm that the 203 car parking spaces that are the subject of this planning application are included in the 2,088 car parking spaces provided on the Campus. It is thus considered that the principle of the retention of these parking spaces along South Loop Road is acceptable when considered alongside the details of the Travel Plan approved under Outline planning permission reference 532/APP/2002/2237.

The applicant has demonstrated compliance with the requirements of the Travel Plan approved under the Outline planning permission to reduce the number of spaces on the Campus over time and the proposed spaces form part of the final, reduced figure of 2,088 spaces. The reduction in car parking spaces on the site has been the result of concerted efforts by the applicant to implement a suite of alternative transport modes identified in the approved Travel Plan, which have combined to encourage staff and students to use alternative methods of transport to travel to the site and gradually remove over 500 parking spaces since 2008.

These measures have included:

- Yellow lines to restrict on-street car parking and reduce attractiveness of using a car to travel to the site;
- Permits issued to staff and students to allow them to access the site by car only where it has been demonstrated that their need to use a car is essential to enable them to access the site or carry out their work effectively;

- Barriers erected at the Campus entrance to restrict access to non-car permit holders attempting to access the site by car; and
- Car sharing promoted to reduce the number of cars requiring access to the site.

The approved Travel Plan sets out the number of parking spaces permitted for the site (of which the proposed parking spaces form a part) and the methods employed to regulate their use (set out above). The use and regulation of the proposed car parking spaces will therefore be covered by the approved Travel Plan.

Highway Impact

The areas of hardstanding for the 203 car parking spaces along South Loop Road has been in place since May 2005. These car parking spaces form part of the approved quantum of car parking spaces for the Campus and have been constructed to lie adjacent to the South Loop carriageway to allow safe, easy access for all motorists.

The acceptability of the location and layout of the proposed car parking spaces was approved under the parameters of the Outline planning permission and the details submitted as part of the application for temporary planning consent for these spaces. No new highway impacts will result from the application proposal.

7.11 Urban design, access and security

The design and access aspects of the proposal for the retention of 203 car parking spaces are addressed in other sections of this report.

7.12 Disabled access

The most recent car parking survey undertaken in September 2013 indicates that 2 disabled car parking spaces have been provided within the 203 car parking spaces that are the subject of this planning application. This is considered consistent with the details approved under the Outline planning permission for the Brunel University Campus.

7.13 Provision of affordable & special needs housing

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not relevant in this instance.

7.14 Trees, landscaping and Ecology

No trees or other significant landscape features will be affected by the development proposal. In this instance it is considered that the parking arrangement does not appear to have an adverse impact on the trees within the verge and the existing combination of parkland trees within the verge, re-enforced by the native hedging along the boundary provides an appropriate 'soft' landscape along the southern perimeter of the Campus that is both attractive and functional.

7.15 Sustainable waste management

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not considered relevant in this instance.

7.16 Renewable energy / Sustainability

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not considered relevant in this instance.

7.17 Flooding or Drainage Issues

Part of the site falls within Environment Agency Flood Zone 2 due to its proximity to the River Pinn and page 4 of Technical Guidance for the National Planning Policy Framework (NPPF) states that planning applications for development within Flood Zone 2 must be accompanied by a Flood Risk Assessment.

The application proposal will not alter the physical nature of the site as it seeks only to

formalise the use of existing areas of hardstanding for car parking. The proposal is therefore acceptable in flood risk terms as it will not have any impact on the level of flood risk on the site and surface water will continue to be managed by soakaway and run off into the existing campus-wide drainage system and the River Pinn itself.

The applicant has submitted a Flood Risk Assessment that provides an assessment of the area covered by the 203 car parking spaces that are the subject of this application. It has been noted that some spaces are at low risk of fluvial flooding and some further spaces may also be subject to potential depths of surface flooding. However, attenuation measures to control surface water on the site are to be provided elsewhere on the Brunel University Campus and this will serve to manage surface water run off levels into the River Pinn. A Drainage Masterplan and Flood Management Plan will be required by way of condition in order to ensure the requirements of policies 5.12 and 5.15 of the London Plan are satisfied on site.

7.18 Noise or Air Quality Issues

The application seeks permission for the retention of 203 car parking spaces within a higher education facility. It is not considered that the proposal gives rise to any concerns regarding noise for either future or neighbouring occupiers.

It is considered that the scheme will have very little additional impact on noise and air quality in the area.

7.19 Comments on Public Consultations

No comments have been forthcoming in respect of this proposal.

7.20 Planning obligations

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not considered relevant in this instance.

7.21 Expediency of enforcement action

Not applicable in this instance.

7.22 Other Issues

No other issues.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent

should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

For the reasons provided throughout this report, the application is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

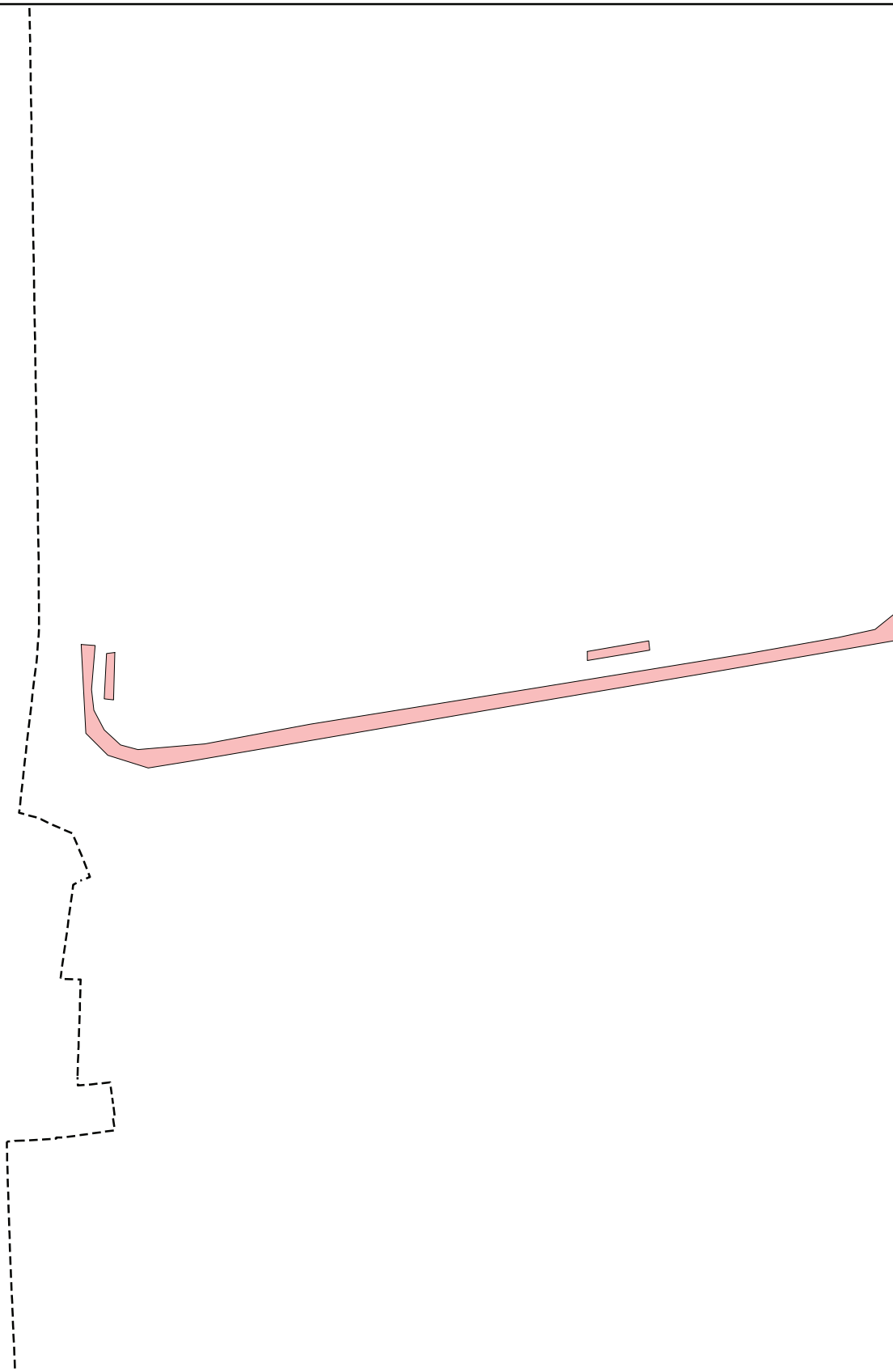
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise


Hillingdon Supplementary Planning Guidance - Air Quality

Contact Officer: Noel Kelly

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Notes

 Site boundary

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Site Address

**Brunel University
 Kingston Lane
 Hillingdon**

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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

Planning Application Ref:
532/APP/2014/28

Scale
1:3,500

Planning Committee
Major Application

Date
March 2014



HILLINGDON
 LONDON