

Report of the Head of Planning, Sport and Green Spaces

Address LAND TO THE WEST OF LAUREL LANE WEST DRAYTON

Development: New 2 storey Junior School (5 forms of entry) including new vehicular and pedestrian accesses, alterations to an existing footpath, creation of pick-up/drop-off area, associated car parking, landscaping, playground, provision of a Multi-Use Games Area (MUGA) and ancillary development.

LBH Ref Nos: 70019/APP/2014/1807

Drawing Nos: LLD692-01_LaurelLanePrimarySchool_Masterplan.Rev05
PL001 C- Design and Access Statement
PL003 - Location and Site Plan
PL004 - Topographical and Tree Survey
PL005 D- Proposed Site Layout
PL006 - Tree Retention Plan
PL007 - Proposed Ground Floor Plan
PL008 D- Proposed First Floor Plan
009 - Proposed Roof Plan
PL010 - Proposed Elevations
PL010 - Proposed Elevations
PL011 - Proposed Street Elevations
PL012 - Proposed Sections
PL013 - Proposed Site Sections
PL110 Planning Statement Rev.A
114 Transport Assessment Part 1
PL114 Transport Assessment Part 2
PL115 Energy Strategy
PL116 BREEAM Pre-Assessment
PL115 Energy Strategy
PL120 Aboricultural Report
PL121 Ecology Report
PL122-C Landscape Strategy Report
PL123 Environment Noise Assessment
Aboricultural Impact Assessment
PL127 Ventilation and Air Extraction Statement
PL128 Lighting Assessment reduced
PL117 Flood Risk Assessment.
PL118 Drainage Strategy part 1
PL118 Drainage Strategy part2

Date Plans Received: 27/05/2014 **Date(s) of Amendment(s):**

Date Application Valid: 30/05/2014

1. SUMMARY

The proposal seeks full planning permission for the erection of a new five form of entry junior school to occupy an irregularly shaped plot located at the western side of Laurel Lane. The school building and grounds will occupy an area of 1.23 hectares. The proposal would encompass the provision of hard and soft playspace for the children, extensive landscaping works and the provision of associated car parking, including a

drop off/pick up facility.

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

The proposal would result in the loss of a portion of open space. However, the increased demand for school places is compelling and well evidenced and it has been demonstrated that there are no alternative sites which could reasonably be utilised to meet this need and on balance this need outweighs the harm which would arise from the development in other respects, including through loss of open space.

Nevertheless, the layout would reflect the established suburban character of the townscape context to the site and the design of the school building minimises the impacts of the development and would sit comfortably within its surrounding context. Landscaping has been incorporated within the application site and contributions were offered towards tree planting and landscaping enhancements in the adjacent Closes Recreational Grounds in an attempt to mitigate the impact of the loss of open space.

In relation to ecology the application is supported by detailed ecological information and aspects of the development, such as the green roof, swales and extensive landscaping, would serve to mitigate the loss of habitat which would occur. Subject to conditions the proposal would not be unacceptable in terms of ecological impacts.

The proposal is supported by a detailed Transport Assessment and provides for a combination of physical and management measures to reduce its impact on the public highway. The Council's Highways Engineers have reviewed this information in detail and conclude that, subject to conditions and a legal agreement, the proposed development would be acceptable in terms of traffic impact, pedestrian and highway safety.

The school is well separated from surrounding residential properties and subject to appropriate conditions it would have no unacceptable impacts on the amenity of neighbouring residential occupiers by way of dominance, loss of light, loss of privacy or noise.

Subject to conditions, the development has also been designed to fully accord with all requirements relating to accessible design, sustainable design and flood risk.

In conclusion, the benefits of providing a school in this location outweigh the harm which would arise from the development in other respects, including through loss of open space. Having regard to this educational need, the development has been well designed to minimise its impacts and would comply with all other relevant planning policies.

The application is recommended for approval, subject to the conditions and statement of intent offering a monetary contribution towards tree planting and landscaping improvement at the Closes Recreational Grounds and a non-monetary contribution towards highway studies and highway improvements.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and

Culture to grant planning permission, subject to the following:

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:

1. **Tree Planting and Landscape Improvements to the Closes Recreational Grounds:** A contribution in the sum of £5,000.00 is sought.

2. **Study and Road Improvement Works:** A study to be undertaken at 50% occupation of the junior school. The studies to examine actual highway conditions at the junction of Laurel Lane with Harmondsworth Road, 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.

3. The Applicant shall use best endeavours to procure an extension to the existing 20 MPH zone along Laurel Lane by submitting an application to the Local Highways Authority. The Applicant shall not occupy or permit or cause to be occupied any part of the development until such application has been submitted and approved by the Local Authority. The studies and identified works shall be undertaken and funded by the Applicant. The Applicant shall be responsible for the full costs of the highways works including the studies and any traffic orders the Local Highways Authority may require to implement the highways works whether or not such orders are successfully made.

4. **Project Management and Monitoring Sum:** a contribution equal to 5% of the total cash contributions secured to enable the management and monitoring of the resulting agreement.

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.

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

D. That, if the S106 agreement has not been finalised within 6 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 SP01 **Council Application Standard Paragraph**

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

2 COM3 **Time Limit**

The development hereby permitted shall be begun before the expiration of three years

from the date of this permission.

REASON

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

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL003-B, PL005-D, PL006-B, PL007-C, PL008-D, PL009-C, PL010-C, PL011-A, PL012-C, PL0013-B and LLD692/01 Rev.07 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).

4 COM5 General compliance with supporting documentation

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

- (1) PL115 Rev-B Energy Strategy Recommendations - Energy Strategy 23 May 2014
- (2) PL121 Rev-B Recommendations Habitat Survey Phase I 20 May 2014
- (3) PL122-C Recommendations Landscaping Strategy Report 18 July 2014
- (4) PL123 Rev-A Sound insulation measures Environment Noise Assessment 06 May 2014
- (5) PL124 Rev-A Protection of Retained Trees - Arboricultural Impact Assessment 23 May 2014
- (6) PL127 Rev-A Measures in the Ventilation & Air Extraction Statement 23 May 2014
- (7) PL128 Rev-A Recommended Lighting Cover Area - Lighting Assessment 27 May 2014
- (8) Mitigation Measures in the Air Quality Report by Air Quality Consultants J2026/2/F1
- (9) Mitigations Measures in Robert West Transport Assessment ref. 3249/001/1201A June 2014

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

REASON

To ensure that the development complies with the objectives of Policies PT1.HE1, BE38, OE1, OE5, R10, R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and Chapters 6 and 7 of the London Plan (2011).

5 COM7 Materials

Within 3 months from the date of this permission the details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing, 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM9 Landscaping (car parking & refuse/cycle storage)

Within 3 months from the date of this permission a landscape scheme shall be submitted in writing to the Local Planning Authority. The building shall not be occupied until the approved scheme has been implemented as approved by the Local Planning Authority. Unless otherwise agreed in writing the scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 55 vehicles (including demonstration that 12 of all parking spaces located within the staff car park are served by electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture), which shall include details of bat and bird boxes across the site along with a habitat wall for educational purposes.

3. Living Walls and Roofs
 - 3.a Details of the inclusion of roofs which shall include nectar rich planting in a mix of no less than 30% in line with the recommendations in the ecology report
 - 3.b Justification as to why no part of the development can include living walls and roofs

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

5. Schedule for Implementation

6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011)

7 COM8 Tree Protection

No site clearance or construction works shall take place until all the tree protection measures specified in the Patrick Stileman's Arb Reports PL120 and PL125 have been fully implemented. The tree protection measures shall be retained in position until the development is completed and, unless otherwise agreed in writing, the areas within the protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 1.a There shall be no changes in ground levels;
- 1.b No materials or plant shall be stored;
- 1.c No buildings or temporary buildings shall be erected or stationed;
- 1.d No materials or waste shall be burnt; and,
- 1.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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 COM10 Tree to be retained

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

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

REASON

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

9 NONSC Bird Management Plan

Construction works to the roof of the hereby approved school building shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds. The management plan shall comply with Advice Note 8 Potential Bird Hazards from Building Design

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage the flat/shallow/green pitched roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 NONSC Energy Strategy

The development hereby permitted shall not be occupied until the energy strategy incorporating 200m² of photovoltaic panels at roof level and the recommended Combined Heat and Power (CHP) facility have been constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter the CHP and photovoltaic panels shall be maintained in full accordance with the approved details and managed in accordance with the approved details for the life of the development.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

11 NONSC Air Quality 1

Within 3 months from the date of this permission a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local Planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

12 NONSC Air Quality 2

Within 3 months from the date of this permission the details of any plant, machinery or fuel burnt, as part of the energy provision and the location of the flue for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NO_x emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and below the building emissions benchmark.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON:

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

13 COM30 Contaminated Land

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 NONSC Imported Soils

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

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

15 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing

by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and To protect the ecological value of the area in accordance with Policy EC3.

16 N11 Control of plant/machinery noise

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 Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

17 COM31 Secured by Design

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

REASON

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

18 NONSC Sustainable Urban Drainage

Within 3 months from the date of this permission a detailed surface water drainage scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off and surface water storage on site as outlined in the FRA and shall incorporate sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan.

Additionally it will:

- i. provide details of the surface water design and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan. The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will:

- iv. incorporate water saving measures and equipment
- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

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

19 SUS6 Green Travel Plan

Prior to first occupation of the development hereby approved, the details of the proposed mitigation measures identified within the Transport Assessment (by Robert West June 2014), including before and after school clubs, promotion of walks and cycling, car sharing clubs, road safety training, the promotion of public transport alongside the staggering of start and end schooling times, have been submitted to and approved in writing by the Local Planning Authority as part of the school's Travel Plan. This shall also include investigation of measures such as the provision of a school crossing patrol, and implementation if feasible. Thereafter a Travel Plan review shall be undertaken and submitted in writing to the Local Planning Authority for approval annually. The mitigation measures identified in the Transport Assessment and the Travel Plan review shall be implemented for the duration of the development.

REASON

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

20 NONSC Non Standard Condition

A construction management plan shall be available on site at all times for the duration of the school and grounds construction works, which shall include the following measures: -

No traffic associated to construction activity for the school building and site or any delivery related to implementation of the development hereby approved shall take place between the hours of 07:30 and 09:30 and between the hours of 14:30 and 16:00 Monday to Friday. Unless otherwise agreed in writing the restrictions to the traffic activity should be maintained throughout the duration of the construction process.

All construction traffic in and out of the site including deliveries will be controlled and monitored by a qualified banks man at all times.

No construction or contractors vehicles will be permitted to park along Laurel Lane, Rowan Road or Wise Lane at any time.

REASON

To ensure the development provides an acceptable level of pedestrian and vehicular

safety in accordance with Policies AM2 and AM7 of the Local Plan Part 2 and London Plan (July 2011) Policies 6.1 and 6.3.

21 NONSC Highway Works

Within 3 months from the date of this permission the details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the LPA (all works are required to be supported with stage 2 and 3 Road Safety Audits).

The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure that the highways impacts of the proposed development are appropriately mitigated and the development provides an acceptable level of pedestrian and vehicular safety in accordance with Policies AM2 and AM7 of the Local Plan Part 2 and London Plan (July 2011) Policies 6.1 and 6.3.

22 NONSC Car Parking Management

The details of the management (plan) of the staff car park to the north and drop off/ pick up facility to the south of the development shall be submitted to, and approved in writing by the Local Planning Authority prior to occupation of the building.

The submitted details shall contain details of security measures, any parking management equipment such as barriers/ticket machines, and a details scheme of management for the areas including within and outside of peak school pick up and drop off hours.

Thereafter the area shall be maintained in full accordance with the approved details and managed in accordance with the approved details for the life of the development.

The development hereby permitted shall not be occupied until the - Drop Off/Pick Up Area facility has been constructed in accordance with the details in drawing PL005-D.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 6.1 and 6.3.

23 NONSC Disabled Car Parking

The development shall not be occupied until a scheme with details for a total of 5 disabled parking spaces to be provided within the site has been submitted to and approved in writing by the Local Planning Authority. The 5 disabled parking spaces shall be provided as approved by the Local Planning Authority and thereafter retained for the duration of the development.

Reason:

To ensure that an appropriate level of car parking provision for the disabled is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Electric Charging Points

Prior to occupation of this development, details demonstrating the provision of 6 active and 6 passive electric vehicle charging points within the school car park (excluding the drop/off pick up area) shall be submitted to and approved by the Local Planning Authority. Thereafter the electric vehicle charging points shall be provided in accordance with the approved details prior to occupation of the development and retained for the life of the development.

REASON

To ensure compliance with Policy 6.13 of the London Plan (2011).

25 NONSC Delivery and Servicing Plan

Within 3 months from the date of this permission the 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. Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

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).

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.

EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of

OE1	new planting and landscaping in development proposals. Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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

3 11 Building to Approved Drawing

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

4 112 Notification to Building Contractors

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

5 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

6 116 Directional Signage

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

7 119 Sewerage Connections, Water Pollution etc.

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

8 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

9 124 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

10 147 Damage to Verge - For Council Roads:

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).

11 162 Potential Bird Hazards from Buildings

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

3. CONSIDERATIONS

3.1 Site and Locality

This application relates to a broadly triangular site with approximately 1.23 hectares of public open space. The site is located adjacent to the east of Longmead Primary School, to the west of Laurel Lane and to the north of Rowan Road, West Drayton. The development site includes an area of land within the grounds of the existing Longmead Primary School, to the south-east of the school buildings.

The site is mainly used by residents for recreational purposes with a public right of way running along a north-south axis on the western edge of the site.

The site itself is relatively flat with localised mounding along the southern boundary and south-east corner area. The open space features a number of specimen trees which contribute to the visual amenity and environmental quality of the area. However, none of these are protected by Tree Preservation Orders (TPO). The character of the area is further enhanced by off-site trees, notably to the north, south and west of the site. Other than for maintenance, there is currently no vehicular access to the site.

To the north, the site tapers towards the entrance to Longmead Primary School with the Closes Recreational Grounds together with the St Georges Meadows to the north forming 9 hectares of open parkland which lies within the West Drayton Conservation Area and Green Belt land.

Laurel Lane is immediately adjacent to the site and is a typical two storey residential area with a small shopping parade with flatted development above which defines the east boundary while Rowan Road curves around the southern end of the site. The Rowan

Arms Public House is located prominently on the southern side of the junction of Laurel lane with Rowan Road.

There are bus stops serving the U3 bus route in the vicinity of the site with West Drayton Railway Station being approximately 1.2km from the site and being enhanced by Crossrail services from 2019. The site has a Public Transport Accessibility Level (PTAL) of 1b (on a scale of 1 to 6, where 6 is the most accessible).

3.2 Proposed Scheme

Background

This report relates to the proposed development of a new five form of entry junior school for primary education in West Drayton, which is part of the Council's Primary School Expansion Programme. This programme seeks to satisfy the educational needs identified on evidence provided by the Greater London Authority (GLA) and the Office of National Statistics (ONS) and seeks to meet the educational needs of students at this level mainly through the expansion of existing educational facilities together with the erection of three new schools. The programme to extend existing schools has already been completed in West Drayton and to meet the identified needs for further primary education in West Drayton a new school is required in the area. This proposal has therefore been submitted by Hillingdon Council in its capacity as sponsor of the school.

Proposal

Full planning permission is sought for the erection of a new two storey Junior School (five forms of entry) including new vehicular and pedestrian accesses, alterations to an existing footpath, creation of pick-up/drop-off area, associated car parking, landscaping, playground, provision of a Multi-Use Games Area (MUGA) and ancillary development, on the green space to the west of Laurel Lane.

The five form of entry junior school would be capable of accommodating up to 600 students, plus a SEN/SRP (Special Educational Resources Provision) unit for approximately 12 pupils with special education needs. The proposals would expect to see the number of staff working from the school up to a maximum of 75 full time employees on the basis of the school opening hours proposed to be 0800h -1800h Mondays to Fridays and 0900h to 1800h on Saturdays with a maximum estimated 62 (combined full and part time) employees on-site at any one time.

The building would be T-shaped with the school front elevation set parallel to Laurel Lane with the flanks set at right angles so that the main bulk of the building would be in the sections to the front and rear. The proposed building would be centrally located within the site and two storeys in height with a rising flat roof profile that reads as a shallow arch with an apex at its centre set at 9 metres height.

The building would have a frontage with a maximum length of 91 metres (fronting Laurel Lane) and 18 metres (along Rowan Road), although the bulk of the school's facade is 'broken' into three elements set with varying degrees of proximity to Laurel Lane and artificially separated by stepped in elements. The rear projecting limb of the building would be centrally located and part one, part two storeys in height as to extend the building to the west by a further 13 metres.

The school building itself is proposed with a combination of facing brickwork, timber cladding and vertical timber weatherboarding. In addition, coloured laminated board fins set vertically adjacent to the fenestration in sensitive positions within the front and rear elevations further articulate the elevations and maximise opportunities for temperature

regulation and shading within the building.

The basic layout would consist of two no. two storey teaching wings comprising 23 classrooms, music room, ICT, studio and library, staff rooms, therapy rooms and ancillary facilities such as staff rooms, hygiene rooms, WCs and stores. Within its core the school provides a large double height main hall arranged as a flexible central space with an adjacent smaller hall and kitchen that would provide adaptable catering, performance and open plan learning. The sports hall would be designed to be separated from the smaller hall for simultaneous independent use. A roof terrace for outdoor learning is proposed to the west (rear) of the building with access from the Library.

A Multi Use Games Area is proposed adjacent to the north west of the school building and the use of this facility would be shared with pupils attending Longmead Primary School.

The proposed parking layout for the school aims to separate staff and student/ operational/ visitors circulation areas by concentrating 32 parking spaces within a staff parking zone to the north of the school building (accessed from the existing access to Longmead Primary School) and 23 parking bays within a pupil drop off/ pick up area and visitors & operational vehicles zones on the southern end of the site (accessed via Rowan Road), allowing for a total of 55 parking spaces to be provided, including provision of disabled parking. A new vehicular access would be provided from Rowan Road and access to both parking areas would be via gated access.

The applicant also intends to implement a Green Travel Plan which includes use of staff car parking and implementing a permit allocation system to prioritise those with a genuine need to drive to work (those with a disability or with a caring responsibility) as to encourage and increase the percentage of non-car mode trips for the school.

The main pedestrian entrance to the site would be from adjacent to the Rowan Road with the boundary and access gates set back to ease pedestrian movements. A further segregated pedestrian access from the western end of Wise Lane and alongside the properties at nos.61 to 67 Rowan Road would also be available on the south western corner of the site.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no previous planning history that could be of relevance to the current application.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM4 (2012) Open Space and Informal Recreation

- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- EC2 Nature conservation considerations and ecological assessments
- EC5 Retention of ecological features and creation of new habitats
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- 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
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- R4 Proposals that would involve the loss of recreational open space
- R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- 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

5. Advertisement and Site Notice

Not applicable

5.1 Advertisement Expiry Date:- **24th June 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 03rd June 2014

Press Advertisement: 03rd June 2014

Some 827 neighbouring households, amenity groups, and local businesses were notified of the proposal on 29th May 2014 with the consultation period ending on 19th June 2014. A display of the proposals was simultaneously placed in West Drayton Library.

The consultation period was subsequently extended to 4th July 2014, which involved the erection of a notice in a prominent location in West Drayton's Library and a notice in the front page of the Council's website.

So far 30 letters have been received objecting to the proposals and 4 letters commenting on the proposals.

The letters in objection and commenting on the application raise the following concerns:

- (i) The proposal would involve the loss of green open space and trees
- (ii) Existing and committed school expansions are sufficient to meet the need and questions the applicants evidence on this.
- (iii) View that existing schools elsewhere should be extended instead (in particular within the adjacent Longmead Primary school grounds)
- (iv) Have detrimental impact on the character and appearance of the area
- (v) Noise and air pollution
- (vi) Traffic impacts and parking, insufficient car spaces within the drop off/ pick up facility, including concerns with the impacts of the proposed school in combination with the impacts of the existing school
- (vii) Highway, pedestrian and cyclist safety
- (viii) Impact on bus flow
- (ix) The proposal would be detrimental to the recreational use of the park, which is used by local people for a multitude of recreational purposes, including dog walking.
- (x) The proposal will lead to the loss of significant trees and be harmful to ecology and a wide range of wildlife
- (xi) Impact on health and well being of residents
- (xii) Question the adequacy of the consultation process regarding the use of the internet to submit responses and timeframes for response.
- (xiii) The proposal would give rise to further anti-social behaviour
- (xiv) Believe this should be put to the local residents in a public meeting to air their views.
- (xv) Impacts from construction works
- (xvi) Proposal will lead to further secondary education facilities being required
- (xvii) Concerns regarding the loss of a right of way
- (xviii) Impact property prices and therefore decrease the value of many peoples homes
- (xix) Lane between nos. 115 and 117 Wise Lane should not be re-opened

1 petition of objection with 96 signatures has been received objecting on the following grounds:

- (xx) Amount of traffic and parking congestion created by the scheme and the impact on local residents and major roads in the vicinity
- (xxi) Inadequate parking provision

- (xxii) Location of proposed new access relates poorly to existing access to Longmead Primary School
- (xxiii) Proposed location for the educational facility will result in loss of land needed for highway improvements
- (xxiv) Increased air, noise and dust pollution from extra traffic
- (xxv) Potential detrimental impact on future pupils due to aircraft noise associated with Heathrow Airport activity.

A letter has also been received from John McDonnell MP raising the following concerns:

I wish to query why this site was chosen when the recent large scale housing development sites containing the main growth in child population are elsewhere in the ward and some distance from this site. This will inevitably result in a large proportion of the pupils attending the new school travelling some distance and most likely by car. I am concerned therefore about the increase in traffic in an already busy road system around Laurel Lane, and the impact this will have on road safety, congestion and air pollution. If this application is to proceed there is a significant need to explore what potential there is for effective traffic calming measures to address the road safety and congestion issues and specific measures to address air pollution in this heavily polluted area. I would also wish to query what consultation has been undertaken to fully inform and take into account the views of local residents and existing local schools.

A letter received from Councillor Jan Sweeting raises the following concerns:

Whilst welcoming the provision of additional primary school places in West Drayton to meet local need, I object to the plans as presented due to the following issues which I ask to be considered by the relevant planning committee.

1. The site in question is highways land and should therefore be used to address existing traffic problems from the existing Laurel Lane School which has increased its numbers considerably in the last few years. There should be investigations as to how the amenity land could be used to improve access and congestion problems before it is considered for any other use. It is highways land for highways use.
2. The Laurel Lane School site is a large site and this site should have been considered for the new school. There needs to be a comprehensive look at the whole education use of the existing school site and a better layout configured to ameliorate existing and potential traffic problems. The current plans would seem to maximize access and traffic congestion problems for the existing school, nearby shops and residents.
3. The access and parking arrangements for the new school are inadequate. A new layout is required in relation to the new and existing school to address these problems.
4. The new school offers an opportunity for much needed community use facilities to be provided in the area which have not been explored and which could have been provided within the overall school site.

Further Background Information and Issues for Both Planning and Children's Services to Consider.

· A significant number of people on the Wise Lane Estate will be affected by this proposal as it will increase the capacity of Laurel Lane Infant and Junior Schools from 420 pupil places plus 120 children of nursery age, to 1050 pupil places plus 300 children of nursery age. The number of teaching and non-teaching staff will therefore increase in proportion. Therefore, what has been proposed will merely add to the area's traffic congestion problem.

· The location of the school is not in the location where additional primary school places are most urgently needed in West Drayton. Child number increases are coming predominately from the significant number of new properties built and being built on the former Air Traffic Control and RAF West Drayton sites, which is some distance from the amenity land in question. Therefore, there is the likelihood that a large proportion of the intake to the new school will travel to the school by car, thus creating significant traffic increases along the narrow suburban roads of Laurel Lane and

Rowen Road. This area already suffers from high level of traffic gridlock and pollution from cars and other vehicles. Therefore any increase is bound to be disadvantageous to the resident population.

- Nowhere in the plans submitted are there any measures to mitigate against the increase in traffic. The amenity land in its entirety is being used, therefore leaving no possible improvement to the current highway outside Laurel Lane School.

- It is recognised that there is a need for additional primary school places in West Drayton and that suitable sites are hard to find. However, a suitable site on either the Air Traffic Control or the RAF West Drayton sites should have been identified and set aside, as it was very likely that additional primary school capacity would be required in the area immediately surrounding the hundreds of new flats and houses built on these sites. This obvious solution was adopted for the RAF site Uxbridge, where a new primary school is being built to accommodate children from the new development. I would ask that detailed work is undertaken in all areas of the borough to identify potential sites for new schools so that in future better solutions to lack of capacity can be identified as early as possible.

- The residents of Wise Lane require that traffic management solutions are sought in the vicinity of the new school. This to include investigations as to the use of some of the amenity site to deliver traffic alleviation measures. This could mean that some of the Laurel Lane School site, which has over capacity of land, could be used to site some or all of the new school building.

- Laurel Lane school will, if this development proceeds, become one of the largest primary schools in London. Five forms of entry primary schools are now in several areas in the south of the borough, and it is yet to be proved that the life chances of children are improved within such a large school. If the Council continues with the policy of school expansions by merely increasing existing schools up to 5 forms of entry, it is important that investigations are undertaken at existing 5FE primary schools in Hillingdon and the few that are in other areas of London in order to establish that standards are being maintained and improved and not diminished. This body of work is most vital to the educational chances of thousands of young lives.

- One final point. The residents around the new 5FE school will need to see that their views and wishes are taken into account. Therefore it may be a worthwhile exercise for the Council to undertake an audit of residents' views in order to ascertain what additional facilities they would like to see in the area and in the school which would in part mitigate against the disruption which this new school, and its vastly increased roll will create.

ENVIRONMENT AGENCY

The site lies in Flood Zone 1 it would be the Council flood water specialist who would review the surface water flood risk for this site. We therefore have no comments to make.

BAA

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission is subject to the condition/s detailed below:

Submission of a Bird Hazard Management Plan

We refer to your email dated 30/05/14, received in this office on 02/06/14.

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See para below for information *

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent

alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting; roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

If the overall size of the flat/shallow pitched roof/s exceeds 500Sq.M then we would apply a condition to ensure the roof space was monitored for bird activity throughout the year and for the life of the building. To avoid any such condition then we would advise the roofs to be pitched greater than 15 degrees. We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm))

I, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Subsequent Comments: I agree with an alteration to the condition to state:

The roof of the development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See para below for information *

Internal Consultees

EDUCATION SERVICES - SCHOOLS POLICY & STRATEGY OFFICER

The proposal is part of a large, borough-wide programme of additional primary school places. The need for these places has arisen due to rising birth rates and changes to migration patterns and the Council has in place a robust system for forecasting future demand. The Council has a legal responsibility to ensure that there are sufficient school places in its area. For primary school place planning purposes, the borough is divided into 14 areas. This is because there needs to be sufficient places in each area so that pupils can be offered places within a reasonable distance from their homes. The proposed site falls within the West Drayton place planning area. Despite the expansion of other local schools, there is a need for further places and the current proposal is intended to address this deficit. Therefore a new school is needed. The proposed site is the only suitable site in the area. The proposal is to create a new 5 form of entry junior school adjacent to the existing Laurel Lane Primary school. This is related to a separate proposal for the existing primary school to become a 5 form of entry infant school. These two projects will together provide an additional 3 forms of entry (90 extra admission places per year).

FLOODWATER AND DRAINAGE OFFICER

The proposals are acceptable subject to a detailed Sustainable Urban Drainage Condition (as forwarded).

HIGHWAYS

The development is for the construction of a junior school on land adjacent to the existing Laurel Lane Primary School, located along Laurel Lane, West Drayton. The proposed junior school will accommodate 600 pupils and employ approximately 95 members of staff. The school will be occupied on a year on year basis, commencing in September 2015, with full occupation being reached in September 2021.

Under the proposals, a car park will be located to the north of the site, which will provide 32 parking spaces including 1 disabled space that will be allocated for the use of staff. Access to the proposed car park will be provided over the existing vehicle access that serves Laurel Lane Primary school, which will be widened to 5.5m.

A drop off/pick up area will be provided within the site, which will accommodate 23 parking spaces for the dropping off and picking up of pupils at associated peak times. The drop off/pick up area will also be used for servicing and will provide for an element of visitor parking at all other times.

Access to the drop off/pick up area will be provided from Rowan Road, which will form the primary entrance to the school. Pedestrian access to the school will also be provided from Rowan Road and via a public foot-path connecting to Wise Lane, which will be segregated from the vehicle access to the site.

Under the proposals, the existing 20 MPH Zone, located along Laurel Lane will be extended along Rowan Road, adjacent to the proposed junior school.

In addition, 52 cycle parking spaces (26 stands) will be provided within the site, that will be allocated for the use of pupils and staff.

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

Parking

An assessment has been undertaken within the TA 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 existing Laurel Lane Primary school and by providing a comparison assessment of the expected modal share, based on similar existing junior schools within Hillingdon. In addition, a parking beat survey has been undertaken during the peak periods associated with the existing and proposed schools, within a 5 minute walking distance of the site.

From reviewing the parking assessment, it is considered that the theoretical on street car parking capacity is slightly less than that specified within the TA. Nevertheless, it has been identified that during the morning and afternoon peak periods associated with the school, there is available on street parking capacity within the surrounding area, when the existing primary and proposed junior schools are at full occupation.

In addition, the capacity of the proposed drop off/pick up facility within the site has been assessed considering maximum dwell times of 3 and 5 minutes in the AM and 10 minutes in the PM peak periods. This has demonstrated that (provided the drop off/pick up facility is managed by the school to ensure the maximum dwell times) during the AM peak period, nearly all of the increased car parking demand can be accommodated within the site, with some overspill parking taking place on street during the PM peak period.

Traffic Generation

The TA has undertaken comparative capacity analyses of the priority junction of Laurel Lane and Harmondsworth Road, in order to assess the impact relating to the increase in vehicle trips associated with the development.

The assessment has considered the operation of the junction in 2016 and the future year - 2021, taking account of the existing and proposed schools, with and without development traffic assigned to the highway network.

The analyses has shown that in 2016, during the AM peak period, the junction will be approaching its operational capacity when development traffic is assigned to the highway network. In the future year - 2021, when the junior school will be at full occupation, the junction will operate over capacity in both the AM and PM peak periods, with noticeable queuing predicted along Laurel Lane. However, the results of the analyses do not take into account the mitigation measures that will be implemented as part of a Travel Plan, which will help to reduce the impact along the adjacent highway.

Accident Analysis

Assessment of accidents along the highway network adjacent to the site has been undertaken for a three year period, ending October 2013. The study area included all roads within a 500m radius of the school. From the analysis, 10 accidents have been identified within the study area, all of which are classified as slight.

Along Laurel Lane, adjacent to the school, 2 accidents were recorded, one involving an elderly bus passenger who fell while in the bus and another involving a pedestrian who was struck by scaffolding on a passing HGV, where the vehicle was travelling too close to the kerb based on the load being carried. At the junction of Rowan Road and Wise Lane a 4 year old child was struck by a car turning at the junction, who ran out into the road without looking. In addition, at the junction of Laurel Lane and Harmondsworth Road, a cyclist was struck by a car turning right out of the junction. The remainder of accidents involved vehicles and were located away from the site.

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

Mitigation

The TA has identified a number of measures to address the issues associated with increased parking demand, traffic generation and highway safety, as a result of the development.

A Travel Plan will be produced specifically for the proposed junior school, separate to that of the existing primary school. The Travel Plan will focus on achieving and promoting sustainable means of travel to the school by pupils and staff and will support the reduction in the use of private cars.

The measures that will be provided within the Travel Plan will include setting up a Travel Plan Working Group, the promotion of walking, cycling, car sharing and the use of public transport.

In addition, "before and after school" activities will be operated and promoted to spread the peak arrival and departure demand relating to the dropping off and picking up of pupils, which will reduce congestion along the adjacent highway.

Furthermore, in order to promote highway safety, the existing 20 MPH Zone along Laurel Lane will be extended adjacent to the proposed junior school, along Rowan Road. While the principle of the proposed extension to the existing 20 MPH Zone is considered acceptable, the scheme is required to be amended to relocate and provide additional speed reducing features and to include "School Keep Clear" road markings adjacent to the access to the site.

Conclusion

From the parking assessment undertaken within the TA, it has been demonstrated that there is available capacity within the local area during the AM and PM peak periods associated with the school. However, it is considered that the demand for on-street car parking and traffic generation along Rowan Road will be increased as a result of the development.

When considering the analysis undertaken of the priority junction of Laurel Lane and Harmondsworth Road, it is noted that the junction will operate over capacity in 2021 when the school will be at full capacity, resulting in noticeable queuing and vehicle delays along Laurel Lane.

As a result, it is considered that a further assessment in relation to the operational capacity of the junction should be undertaken at 70% occupation (420 pupils) of the site, in order to identify and implement improvement works including options (but not limited to) changes to the junction operation, which should be covered through a suitable planning condition or legal agreement. The agreed works to occur within 6 months of the assessment.

In addition, it is considered that all of the mitigation measures identified within the draft Travel Plan are required implemented to ensure a robust approach is undertaken to reduce private car use to and from the site.

Conditions/S106 Agreement

The mitigation measures detailed within the draft Travel Plan submitted in support of the proposals shall be implemented upon first occupation of the site. Thereafter, the Travel Plan is required to be reviewed annually 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 annually, commencing 1 year after first occupation of pupils and

staff.

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

A Car Parking Management Strategy detailing how staff car parking and the proposed drop off/pick up area within the site will be operated is required to be submitted and approved in writing by the LPA prior to first occupation.

An amended extension to the existing 20 MPH Zone along Laurel Lane shall be submitted and approved in writing by the LPA. Thereafter the development shall not be occupied until the proposed 20 MPH Zone has been completed in accordance with the agreed details.

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 to utilise joint servicing between both the junior and primary schools to minimise disruption along the adjacent highway.

A Construction Management Plan is required to be submitted to and agreed in writing by the LPA before commencement of works at the site in order to minimise the impact along the adjacent highway network during construction. Thereafter, all works shall be carried out in accordance with the approved document.

Development shall not commence until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the LPA (all works are required to be supported with stage 2 and 3 Road Safety Audits). The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

SUSTAINABILITY OFFICER

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

1 - The development must proceed in accordance with the energy strategy incorporating the recommended CHP unit along with 200m of photovoltaic panels.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

2 - The proposed green roof must include nectar rich planting in a mix of no less than 30% in line with the recommendations in the ecology report.

REASON

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

3 - Prior to occupation, the applicant shall provide a plan showing the inclusion of bat and bird boxes across the site along with a habitat wall in the area for education. The development must proceed in accordance with the approved plan unless otherwise agreed in writing with the local planning authority.

REASON

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

ACCESS OFFICER

This initial design is fundamentally acceptable from an accessibility position, however, the following observations should be incorporated into revised plans:

1. Plans indicate that accessible parking would be provided to serve the main entrance, and no concerns are raised in terms of parking and the drop-off arrangements for parents/guardians and other visitors to school. However, the staff car parking area should be designed such to allow an accessible parking space to be created should a need arise at some future point.
2. Although the Design & Access Statement confirms that a changing facility to support those with complex personal care requirements would be provided in accordance with 'Changing Places' criteria, the plans do not appear to incorporate a 12 m² cubicle to allow for such a facility.
3. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartment (e.g. within a classroom at first floor with suitable fire resisting compartmentalisation); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

Recommended Informatives

- a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
- b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
- c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.
- d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
- f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

Officer Comment: Amended plans have been submitted and the applicant has clarified the strategy with regard to changing facilities which is considered wholly appropriate.

ENVIRONMENTAL PROTECTION UNIT - AIR QUALITY

The application site is located within the Hillingdon AQMA, declared for Nitrogen Dioxide (NO₂).

The air quality assessment has not considered the air quality impact at the application site as a receptor, however a number of nearby locations including residential receptors along the route to school have been considered. The impact from the development is considered 'negligible', although it should be noted the modelling indicates exceedances of the EU limit value for nitrogen dioxide at almost all of the locations even without development. Negligible refers to increases of 0.1 to 0.2 mg/m³ in NO₂ as a consequence of the development.

The air quality assessment has used high background levels for all years considered, (monitored data for Laurel Lane in 2010 was slightly below the background level used) and the assessment appears to be based on traffic data only. It appears to be conservative in the assumptions made, which may go some way to explaining the exceedances indicated, where monitoring data does not indicate an exceedance. CERC modelling carried out for Hillingdon in 2011 indicates at the worst locations at the application site, NO₂ levels are likely to be above the limit value of 40 mg/m³, although even in this conservative assessment most of the site is below or just below the limit value.

The air quality assessment did not consider NO₂ levels at the facades of the proposed building. It is possible there may be exceedances at the facades in areas closer to the main road and the motorway. The assessment also does not look at the contribution from the gas-fired CHP proposed for the development either, as this information does not appear to have been provided to the consultants.

It is understood from the Ventilation and Air Extraction Statement dated May 2014 (revision A - 23 May 2014) that M(mechanical)VHR is being used on the ground floor due to the proximity to the airport (relating to noise), but N(natural)VHR is being used on the first floor, from structures mounted above the area to be ventilated. I am not clear how the latter would help with noise. We would advise with regard to ventilation design that air should be drawn in (mechanically or naturally) from clean locations (e.g. areas away from the adjacent road, car park, drop-off zone, motorway, any air exhausts and flues) to avoid drawing in polluted air. The ingress of polluted air condition is recommended for the development to ensure this is properly addressed in the design of the building.

Condition 1: Ingress of Polluted Air

Before the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

The air quality assessment looked at the building emissions bench mark and traffic emissions bench mark for the development and indicated the development could be 'air quality neutral' if a suitably low NO_x CHP is used and would be 'air quality neutral' based on the traffic data. The BREEAM 2011 pre-assessment Rev1 May 2014 indicates only 2 point would be picked up for NO_x emission reduction, rather than the full 3 points. Further information is required with regard to the CHP and the meeting of the building emissions benchmark. The following condition is

recommended for inclusion in any permission that may be given.

Air Quality Condition 2 - Details of Energy Provision

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark.

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral is available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

The air quality assessment refers to no mitigation being required due to negligible impacts. It refers to a draft school travel plan, also referred to in the Transport Assessment. It should be noted the air quality assessment indicated exceedances in NO2. We would encourage the school to minimise emissions and minimise exposure to emissions as much as possible. With reference to the Management Plan for the drop-off zone, or the Travel Plan in general, we would recommend the inclusion of a no idling policy to cut down of exhaust emissions.

ENVIRONMENTAL PROTECTION UNIT - LAND CONTAMINATION

No information has been submitted with the application regarding land contamination, even though the application form indicates all or part of the site is suspected of being contaminated, and the proposed development is sensitive to contamination. The standard contaminated land condition is recommended for inclusion in any permission given. It is advisable suitable ground gas monitoring is undertaken as a minimum. The soils condition is also recommended, and soil testing needs to be carried out to demonstrate the development is suitable for use.

Contaminated Land Condition

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the

completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

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

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

The following condition needs to be included in any permission given to ensure the soils are suitable for use, if any areas of soft landscaping or planting are created as part of the development.

Condition to minimise risk of contamination from garden and landscaped areas

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

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

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

Subsequent comments: Instead of pre-commencement the ventilation/CHP/ could state: "Within 3 months from the date of this permission details of ventilation/ CHP shall be provided to...".

Similarly, land contamination conditions can be worded to allow commencement of enabling works and details shall be submitted prior to the commencement of the school building construction works.

ENVIRONMENTAL PROTECTION UNIT - Noise and lighting

Due to the proximity of nearby sensitive premises I would recommend that the following conditions are attached.

Lighting MUGA

Please attach a condition which prevents them from installing external lighting to the MUGA until details have been submitted and approved.

Lighting General

Please attach a condition requiring that any changes to the proposed lighting scheme are submitted for approval.

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.

TREES & LANDSCAPE OFFICER

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.

- An Arboricultural Report (document PL120), by Patrick Stileman, dated February 2014, has assessed the condition and value of 86No. individual trees and 10No. groups.
- This is analyzed by an Arboricultural Impact Assessment (AIS) and supported by a Method Statement (AMS).
- Hunters South drawing Nos. PL004 Rev B Topographical & Tree Survey, and PL006 Rev B Tree Retention Plan reflects the outcome of the arboricultural recommendations.
- The tree schedule includes off-site trees which are close to the site and therefore influence the setting and visual amenity of the area, although they should not be affected, either directly or indirectly, by the proposed development.
- The off-site trees which will be retained include: T1-6 at the southern end of the site (junction of Wise Lane / Rowan Road), T51-T86 within the Longmead School grounds along the west boundary, G1 and T15-T18 to the east of Laurel Lane and T29-T46 to the north of the site within the grass verge / Longmead School site.
- The Arboricultural Report confirms, in section 4, that there should be a presumption of retaining high quality (category 'A') trees on development sites. Category 'B' trees should be viewed as a constraint on development and retained if possible. 'C' category trees are of low quality and should not impose a significant constraint on development.
- Within the site, drawing No. PL006 Rev B Tree Retention Plan, confirms that 7No. existing trees will be retained as part of the site layout: T7 Horse Chestnut (B2) and T8 Horse Chestnut (C), T13 and T14 Horse Chestnut (B2), T25 and T26 Tree of Heaven (B2) and T29 Tree of Heaven (A1).
- The same drawing indicates that 14No. trees will be removed to facilitate the development: T9 and T10 Horse Chestnut (C), T11 and T12 Horse Chestnut (B2), T19 - T23 Norway Maples (B2), T24, T27, T28 Tree of Heaven (B2), T30 Tree of Heaven (C) and T50 Indian Bean Tree (A1).
- To summarise, 1No. A category tree, 5No. B category and 1No. C category tree will be retained on site, while 1No. A, 10No. B and 3No. C category trees are scheduled to be removed to enable the development.
- Document ref. PL125, Arboricultural Impact Assessment, explains the rationale behind the tree removal and retention strategy. Some of the tree loss is regrettable but unavoidable due to the spatial constraints of the site. The retention of selected trees will be reliant on the specified methodology and tree protection.
- Specified safeguarding measures include the provision of log retaining walls around specific trees (to avoid changes of levels around the sensitive root plates), the use of no dig / cellular confinement systems and (section 8) on-going supervision by a qualified arboriculturalist at critical (specified) time during the development process.
- Document ref 121, Habitat Survey (Phase 1), by SES, concludes that a bat activity survey should be carried out. It also considers that any potential adverse effects from the proposed development can be mitigated by a sensitive / ecologically -lead landscape design. (Please refer to Ian Thynne).
- Document ref. PL001, Design & Access Statement, confirms the landscape design rationale and objectives. The landscape proposals are described further in document PL122 Landscape Strategy Report and illustrated in the Landscape Masterplan, ref. LLD692/01 Rev 05.
- The layout includes the mature trees 'to be retained' (as identified in the Tree Report), the provision of new / replacement trees, boundary hedges, the provision of native wildflower

meadows, indicative plant lists and schedules of hard materials. A brown roof has been specified for part of the new building - which will also support photovoltaic panels.

- Further details and /or amendments will be required regarding the location of the boundary hedge, the route of the public footpath, plant schedules / species selection, existing / proposed levels, the drainage arrangements and underground services.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS:

This application has been subject to pre-application discussions and the proposed tree retention and landscape proposals reflect the outcome of the discussions.

No objection, subject to the above observations and conditions COM7, COM9 (parts 1,2,3,4,5, and 6), COM10.

Informatives

- All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.
- The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.
- New planting should seek to enhance biodiversity, by including species of known value to wildlife which produce berries and / or nectar.
- Re-usable spoil should be handled and stored in an appropriate manner to ensure that it is of sufficient quality to be used in landscape mitigation earthworks. Appropriate handling and storage should adhere to recognised good practice. Soil should be stored in accordance with British Standard 3882:2007.

RIGHTS OF WAY OFFICER

The Public Footpath Y8 is recorded on the Definitive Map & Statement as a Public Rights of Way and all recorded rights must be diverted or extinguished legally in the event of any planning application for a development that affects the footpath.

In respect of the Laurel Lane development the application should be to divert the part of the footpath that will be affected by the development as this will ensure that the present linkage is retained between other Public Rights of Way Y4, Y5 and Y6. The diversion should be around the development using the adopted public footway bordering the site / Laurel lane and then linking back to the other Public Rights of Way.

The diversion would be achieved under s257 of the Town & Country Planning Act and the Order would need to be made by the Planning Department (Legal Section) on application from the developer at the developers cost.

As to the adopted public highway that the development will sit on, this area needs to be 'stopped up' under s247 of the Town and Country Planning Act. The 'stopping up' would also be dealt with by the Planning Department (Legal Section) on receipt of an application, but it must be borne in mind that this can only be done before the development is substantially completed.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The subject site, comprising 1.23 hectares of open land to the west of Laurel Lane, is highway land and consists of a sizeable highway verge that is used mainly by local residents for recreational purposes.

The proposal seeks the erection of a new two storey Junior School (five form of entry) within this land and would include vehicular and pedestrian accesses, creation of pick-up/drop-off area, associated car parking, landscaping, playground, provision of a Multi-Use Games Area (MUGA) and ancillary development, on the green space to the west of Laurel Lane.

Loss of Green Space

It is noted that residents have raised concerns over the loss of public open space which would occur as a result of the scheme if planning permission was granted.

The site is highway land and essentially comprises, albeit a sizeable one, a highway grass verge, which is not identified or designated as a protected open space within the Local Plan. Although the shape, size, undulating morphology, position (bounded by roads to the north, east and south) and the presence of trees, mean that this green space is generally unsuitable for formal sports or recreational use, it is acknowledged that it has a visual value and an amenity role to the residents and is therefore of some local importance. Hillingdon's Open Space Strategy 2011-2026 confirms that "Open Space should be taken to mean all open space of public value, [not just including land], which offers important opportunities for sport and recreation and can also act as a visual amenity."

The Open Space Strategy seeks to provide an understanding of the current and future supply and demand for open space; develop local standards and allow the identification of areas of deficiency; identify opportunities to address these deficiencies; and identify open spaces for improvement. It assesses the deficiency in access to small, local, district and metropolitan level open space at 400 metres, and also the deficiency in access to district (and higher) level open spaces within 1,200 metres.

Likewise, Policy R4 and Policy EM4 the Hillingdon Local Plan: Part One seek to prevent the loss of land used for recreational open space, particularly if there is (or would be) a local deficiency in accessible open space. This is also reiterated in London Plan policies 7.16 and 7.18, which confirm that the loss of open space should be resisted, except in very special circumstances, giving it the same level of protection as the Green Belt. Paragraph 74 of the National Planning Policy Framework (NPPF) reaffirms that the strongest protection should be given to preserving open space.

In this instance, although the eastern part of West Drayton ward is generically identified as having some deficiency in district and metropolitan spaces the strategy does not identify any deficiency in small, local or district level open spaces within the vicinity of the application site itself.

Moreover, the site lies in very close proximity to the Closes Recreation Ground with its 9 hectares of high quality parkland providing formal and informal recreational space, which immediately abuts the existing Laurel Lane Primary School's northern boundary.

As such, this proposal, which includes 3,750m² of modern educational facilities, seeks to replace the existing open land use. Given that the open space constituting the application site is not afforded specific protection in the Hillingdon UDP and that the area is not deficient in open space while high quality parkland and recreational grounds are available immediately to the north of the site no reasonable objections can be offered to its replacement with an educational development which includes a new five form junior school promoting a community use on site, provided that very special circumstances exist to justify its replacement.

In addition, it is proposed to make a financial contribution towards the provision of new tree planting within the Closes recreation Ground to further enhance the visual amenity and quality of the space. It is considered that the enhancement of the Closes Recreation Ground, which would be secured through a Statement of Intent, assists in offsetting the loss of the existing highway grass verge subject of the current application.

Given the size of and close proximity of the Closes Recreation Ground, at approximately 9 hectares, and the enhancements proposed, it is considered that the loss of the open space will have a negligible impact on overall open space provision within this part of the borough.

Educational Facility

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

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

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

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

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

It states:

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

It goes on to say that:

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

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

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

The applicant's assessment of future educational need in the area is considered to be well presented. Providing a detailed analysis of increasing demand for school places across Hillingdon and in particular within the southern areas of the Borough, which would be served by the proposed school. This increased demand is primarily the result of increased birth rate and changes to net migration, both of which are likely to be sustained for longer than previously anticipated.

The result is the need for the provision of approximately 26 additional forms of entry across Hillingdon. The Council has sought to meet the majority of this demand through the expansion of existing schools. Despite these expansions the Council has identified that an additional school is required to meet the pressing demand within the West Drayton area.

The increased demand for school places is compelling, well evidenced and confirmed by the Greater London Authority (GLA) and the Office of National Statistics (ONS).

The need to meet educational needs is a material planning consideration which needs to be afforded significant weight in accordance with paragraph 72 of the National Planning Policy Framework and the DCLG Policy Statement on Planning for Schools Development. The need to meet this demand is a clear planning objective, as stated in the NPPF.

Given the lack of any more appropriate alternative sites, the educational need, that this is not an area deficient in open space and the very close proximity of the approximately 9ha Closes Recreation Ground, it is not considered that the proposed development would have such a detrimental impact on residential amenity, through the loss of this relatively small space, that refusal could be justified.

In the circumstances, the educational need for an additional school is clear and compelling and it is considered that this need outweighs the minor harm which would be caused by the loss of 1.23 hectares of open space in this location. It is therefore considered that special circumstance exist which justify the loss of this open space in accordance with Policies R4 and EM4 of the Local Plan, Policies 7.16 and 7.18 of the London Plan and the NPPF.

Public Right Of Way

The proposal would result in the loss of an existing path, which runs adjacent to the eastern boundary of Longmead Primary School on the western side of the application site. This path is a public right of way known as Y8 and links the public rights of way Y4, Y5, Y6 to the north of the site with Y28 to the south of the site. With the current proposal the path will no longer be available for public use and pedestrians will need to use the existing footway along Laurel Lane instead.

To prevent the loss of the public right of way the applicant has proposed a diversion to the right of way to run on the existing footway alongside Laurel lane to the east of the application site. Albeit making use of the adopted public footway on the eastern border of the site the route of the proposed diverted right of way will ensure the continuity of the public rights of way between the paths known as Y4, Y5, Y6 and Y28 and will ensure that a link continues to exist after the development is completed. In this instance, given the

footpath is to be diverted there is little in the way of impact or harm caused that warrants a refusal of the planning permission.

Summary

Overall, it is considered that there is an identified and compelling need for a new five form of entry junior school and that there are no alternative sites which could be used to provide an appropriate facility. It is considered that the educational need represents very special circumstances and that on balance this need outweighs the harm which would arise from the development in other respects, including through the loss of open space by reason of inappropriateness.

The principle of the development of the site for educational purposes combining a five form entry junior school and ancillary facilities is therefore acceptable. However, whilst the principle of development is acceptable in land use terms, this is subject to the consideration of all other policy guidance and relevant material considerations as set out below.

7.02 Density of the proposed development

The application proposes the erection of a new five forms of entry junior school. Residential density is therefore not relevant to the consideration of this application.

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

The site is located approximately 85 metres distance from West Drayton Green Conservation Area, which is considered a sufficient distance to ensure that the school would preserve the character of the West Drayton Green Conservation Area.

The application site is not located within or in the vicinity of any other Conservation Area, Area of Special Local Character or Listed Buildings.

7.04 Airport safeguarding

The relevant airport and aerodrome safeguarding agency (BAA) have been consulted and raise no objection to the proposal, subject to a bird hazard management plan being secured by condition.

Subject to imposition of the appropriate condition it is not considered the proposal would pose a risk to the safe operation of aircraft and the development would therefore comply with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.05 Impact on the green belt

The application site is not located within Green Belt land. However, Green Belt land exists 85 metres to the north of the site which is considered a sufficient distance to ensure that the proposed school would not result in harm to the open character of the Green Belt.

7.07 Impact on the character & appearance of the area

The National Planning Policy Framework, Chapter 7 "Requiring Good Design" in paragraph 56 states that "The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". Paragraph 58 goes on to say that planning decisions should ensure that developments: "will function well and add to the overall quality of the area, establish a strong sense of place, using streetscape and buildings to create attractive and comfortable places to live, work and visit, respond to local character and history, and reflect the identity of local surroundings and materials and are visually attractive as a result of good architecture and appropriate landscaping."

Policy BE13 of the Local Plan Part Two: Saved Policies UDP 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 context of the site consists primarily of the surrounding two storey residential properties and the Longmead Primary School grounds to the west.

The existing site occupies a prominent area alongside Laurel Lane and the proposal includes a new primary school contained within a part one, part two storey building in the central section of the site with a total of 32 car parking spaces located to the north of the school building and a pupil drop off point with 23 parking spaces to the south. The school building would be t-shaped and is arranged within the site with the frontage set parallel to Laurel Lane.

The site layout seeks to separate the staff car parking element, on the northern side of the site and the pupil drop off point, on the southern section of the site. The resulting development would therefore see a logical positioning of the school building within the site which achieves maximum retention of trees with visual amenity value and access arrangements and associated parking located further away from the residential properties. Similarly, refuse and recycle stores are proposed within a service yard on the western end of the school building where access via the drop off point from collection vehicles will have less impact on the operation of the site itself and on the amenity of neighbours. A Multi Use Games Arena (MuGa) is proposed on the north western corner of the site within what is currently part of the Longmead Primary School grounds. The facility is to be shared between the two educational facilities and its positioning reflects this arrangement.

The school building itself would be located centrally within the site and is a part single, part two storey, building with flat roofs oppositely pitched. The roof profile is architecturally developed with symmetrical shallow angles that step up in height towards the centre of the building. The opposing pitches meet within the horizontal section of the roof element, which allows for the roof profile to be perceived as a shallow arch. The material finish would be brick with timber cladding for the walls together with contrasting render and coloured vertical shading fins.

In design terms, it is considered that the scale and massing of the school building is acceptable being predominantly two storeys in height. It is felt that the proposed building with its articulated brickwork and timber elements combined with its projecting and recessed elements adding rhythm to the front elevation of the building would be both distinctive and attractive, and would integrate successfully within the site. Although generally higher, in particular at eaves level, than the predominant two storey urban form commonly found in the immediate surrounding area it is considered that due to the peninsular nature of the site, and set back from Laurel Lane the proposal would not adversely affect the character of the area. The footprint and siting of the proposed buildings is considered to be acceptable as the building placement is in part a response to the separation of activity from the nearest adjoining neighbours to the north, south, south west and east.

Summary

Whilst the proposal would introduce a built form within the site it is considered that the ratio between hard and soft landscaping is, on balance, acceptable whilst noting the potential scope for replacement planting and landscaping on the boundaries of the site.

The sharing of the existing access to Longmead Primary School to access the proposed staff car parking, subject to minor alterations, is welcomed while the pedestrian access to

the south along with the pupil drop off point on the southern side of the development allows for permeability throughout the site whilst separating public and private spaces. The integral service yard proposed to the school building is considered acceptable and will maximise the amount of area for landscaping to the front of the building.

In summary, the layout proposed is well designed with a good balance of hard and soft landscaping which would complement the surrounding area and streetscene whilst aiming to retain the site's self contained and verdant nature. The scale, footprint and massing of the proposed building is also considered to be acceptable subject to the buildings being set down into the site as detailed in the amended cross sections. The detached design and form would contribute to the character and appearance of the area.

Overall, it is considered that the proposed development would site appropriately within its surroundings in accordance with Policy BE13 of the Local Plan Part Two: Saved Policies UDP.

7.08 Impact on neighbours

Policies BE20, BE21, BE22 and BE24 of the Hillingdon Local Plan: Part Two 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 school building is in part one storey, part two storeys in height and proposed within the central section of the application site, with its frontage set parallel to Laurel Lane and southern flank fronting onto Rowan Road. The nearest residential properties are the flats located above the small shopping parade on the south eastern end of the Laurel Lane and at 160 Rowan Road, which are the closest neighbouring properties, at a minimum 40 metres distance of the School building. This is considered a sufficient distance to ensure that the amenity of neighbouring occupiers would not be unreasonably affected by reason of loss of outlook, loss of daylight/ sunlight or undue overlooking.

The proposed site plan also indicates the opportunity for generous landscaping and appropriate boundary treatments which would prevent any loss of privacy to neighbouring properties arising from the proposed use of the external areas and play spaces.

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 an unreasonable adverse impacts on the amenity of nearby residential occupiers.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed school which has been designed to accord with the Disability Discrimination Act and Department for Education standards would provide an appropriate environment with adequate size for the future staff and students.

The building as proposed has been designed in accordance with Building Bulletin 93 (BB93) to provide acoustic conditions within the classrooms that facilitate clear communication of speech between teacher and student, between students and prevent interference with study activities. The proposed measures include the use of mechanical and natural ventilations systems to ensure that the building is not ventilated through

openable windows and the noise mitigation range of measures proposed include measures to sound proof against aircraft noise. Overall, it is considered that the building will provide a good standard of educational facilities that have been designed to meet the requirements within BB93 which is the Acoustic Requirements of the School Premises Regulations (2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Proposals

The developer wishes to erect a five forms of entry junior school with 3.750m² along with car parking for 32 staff cars (including one disabled parking space) together with 23 visitors/ drop off parking spaces with two spaces designated for people with disabilities. The proposal for the school includes covered cycle parking storage for 52 cycles. The site will have two points of vehicular access with one positioned from the Longmead Primary School existing access point off Laurel Lane and a new vehicular access from Rowan Road, located towards the south of the site with a pedestrian access positioned adjacent to the east. A new pedestrian access will be provided off Wise Lane.

A Transport Assessment (TA) was submitted in support of the application. The Councils Highways Engineer has considered the report and advised that the applicant has provided an assessment of traffic generation and parking demand demonstrating that the impact on the priority junction of Laurel Lane and Harmondsworth Road will be noticeable during AM and PM peak hours, when the school reaches full capacity in the year 2021.

However, the Highways officer also advised that the TA demonstrates that before the school reaches full capacity the junction will operate close to capacity and, likewise, that the analysis for the year when the school reaches full capacity in 2021, did not model the functioning of the junction whilst accounting for the mitigation measures identified in the TA, such as the proposed green travel plan and 52 cycle spaces for staff and pupils, which seek to promote alternative transport methods and reduce the impact of the school in terms of traffic generation and parking demand. Accordingly, the Highways Engineer recommended a planning obligation requiring a further assessment to the operational capacity of the junction, which should be undertaken when the school reaches 70% occupation (420 pupils) to identify whether improvements works are required to the junction operation.

The Highways Engineer has advised that the proposal would provide a total of 55 on-site parking spaces (of which 23 are within the visitor/ drop off point), with 32 spaces provided for school staff. The applicant also has proposed the inclusion of 52 new cycle bays within a cycle shelter, which, bearing in mind the number of pupils and employees is considered acceptable. A cycle storage condition has been recommended because the arrangement shown on the site plan is not sufficiently detailed to establish whether it would be in accordance with the requirements for provision of cycle storage to be safe and secure.

Existing Situation

Under the existing arrangements there are predominantly residential uses in the vicinity of the application site with Longmead Primary School located adjacent to the west of the site. The site is located on Laurel Lane close to the junction of Rowan Road in West Drayton in a predominantly residential area. Laurel Lane has an access off Harmondsworth Road (Y2). The site is currently in use as an open green space and therefore there is very little traffic flows associated with it in the area as a result. The existing site has a single vehicular access point to the Longmead Primary School and this access point will be retained and redesigned as part of the proposed development.

From a traffic survey undertaken within the TA, the morning and afternoon peak hours have showed that the maximum queue length of vehicles waiting to turn out into Harmondsworth Road (Y2) demonstrated that the junction is operating significantly under its maximum capacity.

There are bus services in Laurel Lane and the nearest bus stop to the site is located just outside where 1 scheduled bus service (U3) operates. This 20 metres walk to the nearest pedestrian access to site is ideal. The scheduled bus service passing along Laurel Lane contributes to the PTAL score which produces a rating of 1b, which is poor on TfL's classification. However, the site is located 300 metres from Harmondsworth Road where there is a frequency of bus services.

The applicant's consultant carried out an accident analysis for the local area using data from the previous 3 years (ending October 2013) and it was found that 10 Personal Injury Accidents (PIA) were recorded, 2 in Laurel Lane and one at the junction of Rowan Road and Wise Lane, which demonstrates that there are no demonstrable patterns identifying specific road safety issues in the surrounding area of the school.

Access

The access to both parts of the development will include some minor modification to an existing northern access point which will be shared with Longmead Primary School and a new access point at the south eastern side of the site. The applicant has provided a layout of the proposed accesses arrangements with the new development in place. The technical information provided includes details of position, widths, visibility splays and kerb radius; however the final design will require the technical approval of the Council as Highway Authority. A condition is recommended to secure this.

Parking

55 on-site car parking spaces including one staff disabled bay and 2 disabled bays within the drop off/ pick up area are provided to serve the Junior School. This car parking provision is in accordance with the TA findings. The Design and Access Statement states that the car parking will be for staff with visitors car parking provided in a segregated area in the pupil drop off area. There will be a maximum of 62 staff on the site at any one time. The TA gives a summary of the situation whereby at busy periods there is likely to be some demand for on-street parking spaces.

From the information supplied in the TA it is clear that there is sufficient on-street parking space to accommodate the parking demand from the development proposals but this would mean that staff working in the school could be parked outside residential properties for long periods of the day. As such, the staff demand for on-site car parking cannot be entirely met by the proposed provision set out in the application and relies on on-street parking supply to meet the remainder of the demand for parking. However, there is sufficient on-street parking spaces to cater for this demand within the area of the site.

In terms of the provision for pupils drop off/ pick up facility, the Council Highways Engineer has confirmed that the amended scheme provides for 23 echelon parking spaces, is sufficient to meet the demand of the school pupils during AM peak times provided that maximum dwell times do not exceed 3 to 5 minutes. Although the amended scheme for the drop off/ pick up facility provides for additional parking spaces for the parents collecting their children from school some overspill parking may still occur during the PM peak period and therefore a condition is recommended to ensure that the drop off/ pick up facility is managed by the school to reduce maximum dwell times during the AM and PM peak periods.

Deliveries/ Servicing

The TA addresses the issue of servicing and deliveries to the school. Swept Paths showing that the drop off/ pick up facility layout can accommodate a refuse vehicle was provided in the TA and this demonstrated that a vehicle of this type can enter, turn around and leave the site without any difficulty. There is no information given on the time of deliveries and as the site is close to residential properties it is important that no out of hours deliveries take place.

As such, it is not considered that the deliveries will be a concern provided that the delivery hours do not coincide with school peak times. A condition is recommended to ensure this.

Traffic Generation and Impact

The TA undertook a trip generation analysis for the proposed school and from this analysis it was shown that the proposed development will increase trips on the adjacent highway network. In the TA it is assumed that the majority of additional vehicles from the school will pass through the Laurel Lane/ Harmondsworth Road junction.

The TA suggests the impact of the development will see the queue lengths increased along Lauren Lane and the junction will be over capacity when the school reaches full occupancy in 2021. This is a logical derivation but the TA did not carry out a traffic model for the junction whilst considering whether the mitigation measures proposed (including green travel plan and cycle spaces) will have a significant impact on the junction or not. On the basis of the above information there are concerns over the Traffic Impact and the situation will be monitored as the school take up increases.

The Council's Highways Engineer has recommended that the impact to the junction is assessed when the school reaches 70% occupancy capacity. However, a precautionary principle should be adopted in this instance, and a planning obligation is therefore recommended to ensure that the situation is monitored when the school reaches 50% of its maximum capacity and that any improvements works to the junction are implemented within 6 months of the corrective measures to the junction being agreed.

Notwithstanding this, it is worth noting that this situation is similar to other urban locations in London where junction delays are prevalent, and for this reason, any such concerns do not render the proposal unacceptable on these grounds.

Bus Services/ School Transport

The nearest bus services are just outside the site on Laurel Lane and Rowan Road. There are no alterations proposed to the existing public transport facilities and these will remain available for staff, pupils and visitors to the school.

Construction

There are no details provided in the TA regarding construction but this information can be subject of a Construction Management Plan condition.

The Travel Plan

A number of measures to be included in the Travel Plan was provided as part of the planning application material. In the Travel Plan the applicant seeks to promote a number of sustainable means of travel modes. These include use of non-car trips to and from the site for staff, pupils and visitors to the junior school and the details of which will be required by condition.

Impact of the Proposals and Mitigation Measures

The TA unsurprisingly states that there will be increases in the number of trips to the site so it can be assumed that these increases will be added to existing traffic in Laurel Lane/Harmondsworth Road on weekday morning and afternoon peak periods associated with the school. The TA also indicates that the applicant will provide car parking spaces to support the school staff and pupil generated trips to the proposed junior school and this is less than the maximum off-street car parking on the site according to the TA findings. The demand for car parking will result in a number of cars parking on-street in the vicinity of the school site which does not occur at present and will be of concern to local residents.

The applicant submitted a range of sustainable measures to be included in the Travel Plan but final details will be secured by condition. A detailed Travel Plan will be required to be implemented when the new educational facility opens. The Travel Plan will have to be in place for the duration of the development and will be monitored and reviewed annually.

In order to increase road safety in the vicinity of the site the applicant will be required to extend the existing 20MPH zone along Laurel Lane adjacent to the proposed school along Rowan Road whilst providing additional speed reduction features and "School Keep Clear" road markings.

From the above it is unlikely that the proposals will make a significant impact on the area in terms of traffic, transport and parking issues before the school reaches 70% of its maximum capacity (420 pupils) and it is recommended to include a clause in the legal agreement to ensure that these impacts are monitored before they are noticeable to local residents. However, given that the full impact that the school associated traffic will have in the local highway network is still uncertain a precautionary approach is recommended, in this instance. In the circumstances, it is appropriate to include a clause in the Statement of Intent requiring that studies and monitoring of the situation at the priority junction are taken up when the school reaches 50% capacity.

The impact of the construction traffic has not been identified but it is assumed the construction will take place in a relatively short time which will minimise the impact of such activities, but in any event, a condition will ensure that traffic associated with the construction works adhere to a construction management plan restricting construction traffic to the periods outside the AM and PM peak hours.

Summary

The Principal Highways Engineer considers that staff car parking for the school less than the requirements identified in the TA is acceptable in view of availability of on-street parking in the vicinity of the site. Although, not fully identified in the TA the impact of the proposed development can be minimised in traffic/transport and highway terms by measures to be included in the Travel Plan. A clause in the legal agreement is also recommend ensuring that the impact of school associated traffic will be monitored and measured when the school reaches 50% and that any improvements to the junction are approved and implemented within 6 months of the corrective measures to the junction being agreed.

As such, the proposals are considered acceptable with respect to highways considerations.

7.11 Urban design, access and security

Urban Design

Addressed in Section 7.07 of this report.

Access

Addressed in Section 7.12 of this report.

Security:

Subject to the implementation of security measures, and a condition requiring the development to achieve Secure by Design accreditation is included, it is considered that an appropriate level of security would be achieved.

7.12 Disabled access

The initial scheme was reviewed by the Council's Accessibility Officer who raised a number of minor matters.

In relation to these issues the applicant amended drawings indicating the provision of a hygiene room of an appropriate size to accommodate changing for those with complex care requirements. The applicant has indicated the intention that this be a dual use area which would accommodate this function when necessary and this is considered appropriate having regard to the size and type of junior school.

The amended ground floor plan also demonstrates that each group of children's toilets has a single enlarged cubicle to accommodate ambulant disabled pupils and fully accessible disabled persons toilets are provided within the main school and SRP unit.

The amended site plan demonstrates the provision of 2 disabled parking spaces within the proposed drop off/pick up point. The use of the drop off/pick up area for the SRP is considered appropriate having regard to the proximity to the building and users of this facility and would ensure that an appropriate and dignified approach to the unit would be available. The level of disabled parking within this area is also considered appropriate and the detailed location of the spaces could be refined through a condition.

The width of access routes is clearly shown on the proposed plan, clarifying that all access routes are greater than 1.8m in width and are to have an appropriate surface treatment. The statement also clearly sets out that the gradient of the main access route fully complies with BS8300.

Therefore, the development is considered fully acceptable from an accessibility standpoint and in compliance with Policy 7.2 of the London Plan (July 2012) and the Local Planning Authorities Supplementary Planning Document Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

Policies relating to the provision of affordable and special needs housing are not pertinent to this application.

7.14 Trees, landscaping and Ecology

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings. Landscape proposals will need to ensure that new development is integrated and positively contributes to or enhances the streetscene. In addition, proposals should seek to create, conserve or enhance biodiversity and improve access to nature by sustaining and, where possible improving the quality and extent of natural habitat enhancing biodiversity in green spaces and among developments.

In this case, the proposal requires the removal of five of the trees within the site frontage, and the removal of a group of trees along the eastern boundary. All other trees would

remain, including the significant cluster of tree at the southern end of the site. However, additional semi-mature tree planting and a detailed hard and soft landscaping scheme has been submitted. This indicates that whilst 14 trees would be removed, 35 semi-mature trees would be planted within the site, and in addition the applicant has also given a commitment to the provision of new off-site tree planting as part of the improvements to the Closes Recreational Ground.

The applicant considers the setting of the school building to be of great importance and a high quality area is therefore proposed to the front of the school building, together with comprehensive landscaping around the building and on the site boundaries. The frontage would be primarily hard surfaced, using suitable materials and incorporating 2.1 metre high bow top boundary fencing. The priority for this area will be directed towards pupil activity, and the detailed design of this surface will reflect this requirement. Appropriate conditions will be imposed to ensure that this remains the case.

The application submission includes full details of the proposed hard and soft landscaping proposals throughout the site, and a Landscape Management Plan condition is recommended to ensure the successful establishment of new vegetation, and overall integration works within the surrounding landscape.

The landscaping strategy has had due regard to nature conservation interests, and with the addition of "brown roof" to the rooftop of the building and bat boxes it would overall improve the quality and extent of natural habitat within this location. Whilst the trees to be lost would result in the loss of some natural habitat, the replacement planting and ecological measures are considered acceptable in mitigation while replacement trees are also proposed on site and off site.

The Council's Trees Officer recognises that the new development would affect the character of the area and the streetscape, and that the new school and treatment to the front of the school building has the potential for creating a high quality and attractive space which can mitigate for the loss of the existing frontage trees.

It is noted that representations made on the application seek the retention of the trees on the site. However, whilst the proposal would result in the loss of trees and vegetation within the site, the comprehensive landscaping proposals are considered to be of a sufficiently high quality to mitigate against their loss.

In addition, a financial contribution would be secured through a Statement of Intent to enable the progression and improvements to the Closes Recreational Grounds thereby securing a considerable enhancement to the green space/ public realm in very close proximity to the application site, including the planting of semi-mature trees.

Subject to conditions to secure the final details of the landscaping scheme it is considered that the proposal would accord with Policies BE38, OL2, EC2 and EC5 of the Local Plan Part Two and Policy 7.19 of the London Plan.

No objection is therefore raised to the proposals on landscaping or ecological grounds.

7.15 Sustainable waste management

The development would be served by a refuse store located within the western limb of the proposed school building and adjacent to a servicing/delivery area. The store would accommodate 10 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 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Strategy and a BREEAM Pre-Assessment to demonstrate how the London Plan objectives will be met. The proposal incorporates a range of energy efficiency measures, and would also involve the installation of Combined Heat and Power Pump and a 200m² array of photovoltaic panels.

The applicant has correctly applied the Mayors Energy Hierarchy and these measures would achieve a 47% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with the requirements of London Plan Policy 5.2.

London Plan policy 5.11 states that major development proposals should provide green roofs, 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 proposed development is supported by a Drainage Strategy and incorporates a number of positive measures including a green roof, permeable car parking and play areas, and the provision of extensive soft landscaped areas. The development would also incorporate rainwater harvesting to minimise the use of mains water. Accordingly, the development would accord with the aforementioned London Plan Policies.

Overall, the development is considered to provide for an appropriate level of sustainable design which would accord with the requirements set out within Chapter 5 of the London Plan.

7.17 Flooding or Drainage Issues

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

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. The proposed development is supported by a Surface Water Design Statement and incorporates a number of positive measures including a green roof, permeable car parking and play areas. The development would also incorporate rainwater harvesting to minimise the use of mains water.

While the indicative details are acceptable additional detailed documentation is required in relation to these matters to ensure full policy compliance and no objections can be reasonably raised, subject to conditions relating to surface water management.

The Local Planning Authority's condition is considered to be comprehensive and addresses the issues normally raised by sustainable urban drainage systems and, as such, this condition has been attached in this instance.

7.18 Noise or Air Quality Issues

NOISE

Policies OE1 and OE3 of the Local Plan Part Two: Saved Policies UDP 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.

The submitted environment noise assessment has been reviewed by the Council's Environmental Protection Unit and subject to conditions to secure mitigation measures it is not considered that the proposal would have any adverse impacts on the amenity of nearby occupiers due to noise.

The applicant has proposed hours of opening between 0800h to 1800h Mondays to Fridays and between 0900h to 1800h Saturdays and not at all on Sundays and Bank Holidays. As previously explained the school buildings are offset some distance from residential boundaries. Furthermore, the new school is adjacent to an existing school. Officers have not sought to restrict hours of use of the school buildings given these factors and given that such a condition could unduly prohibit the education/ community function of the site.

The development would provide staff parking spaces for 32 vehicles and 23 spaces within the drop off/ pick up facility area. The staff parking spaces would be accessed from within an amended existing access to the north of the site with the driveway located some 20 metres distance from the nearest dwelling at no.1 Laurel Lane. The vehicular activity associated with the pupils drop off/ pick up facility would be mainly located towards the south corner of the site and would be located some 20 metres from the nearest dwelling at no. 67 Rowan Road, which would be no different from that that currently exists on the north side of the site.

As such, it is not considered that the vehicular activity through the existing and proposed access roads would cause an unacceptable increase in disturbance to the adjacent properties. It is considered that the increase in activity from within the school itself would not result in noise and disturbance that could materially harm the living conditions of the adjacent occupants whilst noting that playground areas and multi-purpose sports areas are proposed centrally within the site where they are at the maximum possible distance from nearby residential dwellings.

Overall, it is considered that the proposal would not result in such an increase in activities, noise and disturbance to the living conditions of adjacent properties and is considered to be acceptable for this reason. The proposal would therefore comply with policies OE1 and OE3 of the Local Plan Part Two: Saved Policies UDP.

AIR QUALITY

The site falls within Air Quality Management Area and, as such an Air Quality Assessment has been submitted in support of the application.

The Council's Environmental Protection Unit have reviewed the submitted Air Quality Assessment and consider that the development would not give rise to any significant impacts on local air quality, subject to the mitigation measures specified within the application documentation including compliance with a Green Travel Plan.

7.19 Comments on Public Consultations

Councillor Jan Sweeting concerns included in Points 1 and 3 of her letter, the concerns raised by John McDonnell MP together with points (i), (ii), (iv), (v), (vi), (vii), (viii), (ix), (x),

(xi), (xvii) and (xviii) are addressed within the body of the report.

Issue 2 and 4 raised in Councillor Jan Sweeting letter, the concerns raised by John McDonnell MP and points (iii) and (xii) suggest that existing schools, and in particular the adjacent Longmead Primary School, should be expanded instead of building a new school at the Land Adjacent to Laurel Lane. This site has been assessed and discounted as unsuitable in the submitted Planning Statement. Notably, Longmead Primary School has been discounted on planning grounds primarily due to the loss of playing fields, which is resisted by London Plan Policy. In addition, Longmead Primary School is an Academy and therefore it is not completely under Council's control.

The demand for additional primary school places in Hillingdon has experienced sustained growth for a number of years now. During the last six years the number of children 'on-roll' at a Hillingdon primary school has increased by 15%, equating to more than 3,500 children. The Council, working closely with schools and other partners has successfully kept pace with the demand by providing additional school places as close to home as possible.

In West Drayton, there is a need for a new primary school which is being driven by rising birth rates, new housing developments as well as families choosing to move in to the area. The proposed site for the new school is therefore well placed to meet this need. In terms of proximity from the new housing development on Porters Way, the entrance to the Laurel Lane school site is approximately 0.7 miles walking distance which is considered a reasonable distance when the Local Authority makes offers for a primary school place (this is based on walking from Porters Way, via Station Road onto Harmondsworth Road and then onto Laurel Lane).

With regard to the site at the bottom of Porters Way & Lavender Rise, this is open space, and its loss would result in a major deficiency in open space provision in that part of the Borough, in particular for those living within the Porters Way & NATS developments and the surrounding residential areas. The development of the former NATS site to provide 775 dwellings was reliant on this open space (it is referenced in the officer planning report as required to be retained to make the development acceptable). The planning consent was subject to S106 obligations requiring financial contributions towards the enhancement of this open space (which has already included investment in the children's play area).

Furthermore there are no alternative sites nearby which could offset the loss of this open space if a development here was brought forward.

Issue (xvii) raises concerns regarding the loss of a right of ways. Although the proposal would involve the loss of the path where the current right of way exists the public right of way itself would be diverted to run alongside Laurel Lane.

Point (xiii) raises concern that the proposal would give rise to anti-social behaviour. While the proposal would obviously introduce additional activity within the the area by way of creating a new school there is no evidence to suggest that the new school would cause anti-social behaviour.

Point (xiv) suggests that inadequate consultation has been carried out. The Local Planning Authority has consulted over 800 local residents and posted site and press notices. The period for consultation was extended to 4 July 2014. This exceeds statutory guidelines.

Point (xv) raises concern over impacts from the demolition and construction works. The applicant is required to have a Construction Project Plan for the duration of the construction works. The development would also be subject to environmental protection legislation.

Issue (xviii) concerns the impact of the development on property prices. This is not a material planning issue that can carry material weight in the considerations of this application.

Point (xix) is concerned with the opening of a lane between the properties at nos. 115 and 117 Wise Lane. The application site is located adjacent to Laurel Lane and there is no connection proposed to the lane between these two properties, i.e. there is no intention to re-open the footpath

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

7.20 Planning obligations

A Statement of Intent has been offered confirming the applicant is willing to make a monetary contribution totalling £5,000.00 towards tree planting and landscaping enhancements in the adjacent Closes Recreational Grounds. In addition, the final Statement of Intent shall include the applicant's commitment to further highway studies and highway improvements.

As the development is for educational use it would not necessitate a contribution towards the Council and Mayoral Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

The applicant has submitted a Geotechnical Investigation Report in support of the application. This confirms that some testing has been carried out and that some contamination has been identified. Officers in the Council's Environmental Protection Unit have advised that further testing should be carried out. Whilst no objections have been raised, it is recommended that conditions should be attached, should approval be granted, to require further details of testing, investigation and remediation measures.

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

The proposal seeks full planning permission for the erection of a new five form of entry junior school to occupy an irregularly shaped plot located at the eastern side of Laurel Lane. The school site itself will occupy an area of less than 1.23 hectares. The proposal would encompass the provision of hard and soft playspace for the children, extensive landscaping works and the provision of associated car parking with a drop off/pick up area also to be provided.

The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area. The Hillingdon Primary Capital Schools Programme is part of the Council's legal requirement to meet the educational needs of the borough. In recent

years the borough has seen a rise in birth rates. This growth in the birth rate, combined with net immigration and new large scale housing developments in the borough has meant that there is now a significant need for additional primary school classrooms across the borough and the need for a new primary school in the south of the borough.

The proposal would result in the loss of a portion of open space. However, the increased demand for school places is compelling and well evidenced and it has been demonstrated that there are no alternative sites which could reasonably be utilised to meet this need.

The proposed development would be subject to extensive landscaping, including substantial new tree planting, has been designed in order to minimise the use of land and minimise its impact on the streetscene. It is considered that having established the need for a facility the development, so far as is possible, the design minimises the impacts of the development and would sit comfortably within its surrounding context.

In relation to ecology the application is supported by detailed ecological information and aspects of the development, such as the green roof and extensive landscaping, would serve to mitigate the loss of habitat which would occur. Subject to conditions the proposal would not be unacceptable in terms of ecological impacts.

The proposal is supported by a detailed Transport Assessment and provides for a combination of physical and management measures to reduce its impact on the public highway. The Council's Highways Engineers have reviewed this information in detail and conclude that overall the proposed development would be acceptable in terms of traffic impact, pedestrian and highway safety.

The school is well separated from surrounding residential properties and subject to appropriate conditions it would have no unacceptable impacts on the amenity of neighbouring residential occupiers by way of dominance, loss of light, loss of privacy or noise.

Subject to conditions, the development has also been designed to fully accord with all requirements relating to accessible design, sustainable design and flood risk.

In conclusion, the provision of an educational facility in the form of a junior school in this site outweighs the harm which would arise from the development in other respects, including through loss of open space. Having regard to this educational need, the development has been well designed to minimise its impacts and would comply with all other relevant planning policies.

The application is recommended for approval, subject to conditions and a statement of intent securing tree planting and landscaping enhancements to the Closes Recreational Grounds and a non-monetary contribution towards highway studies and highway improvements.

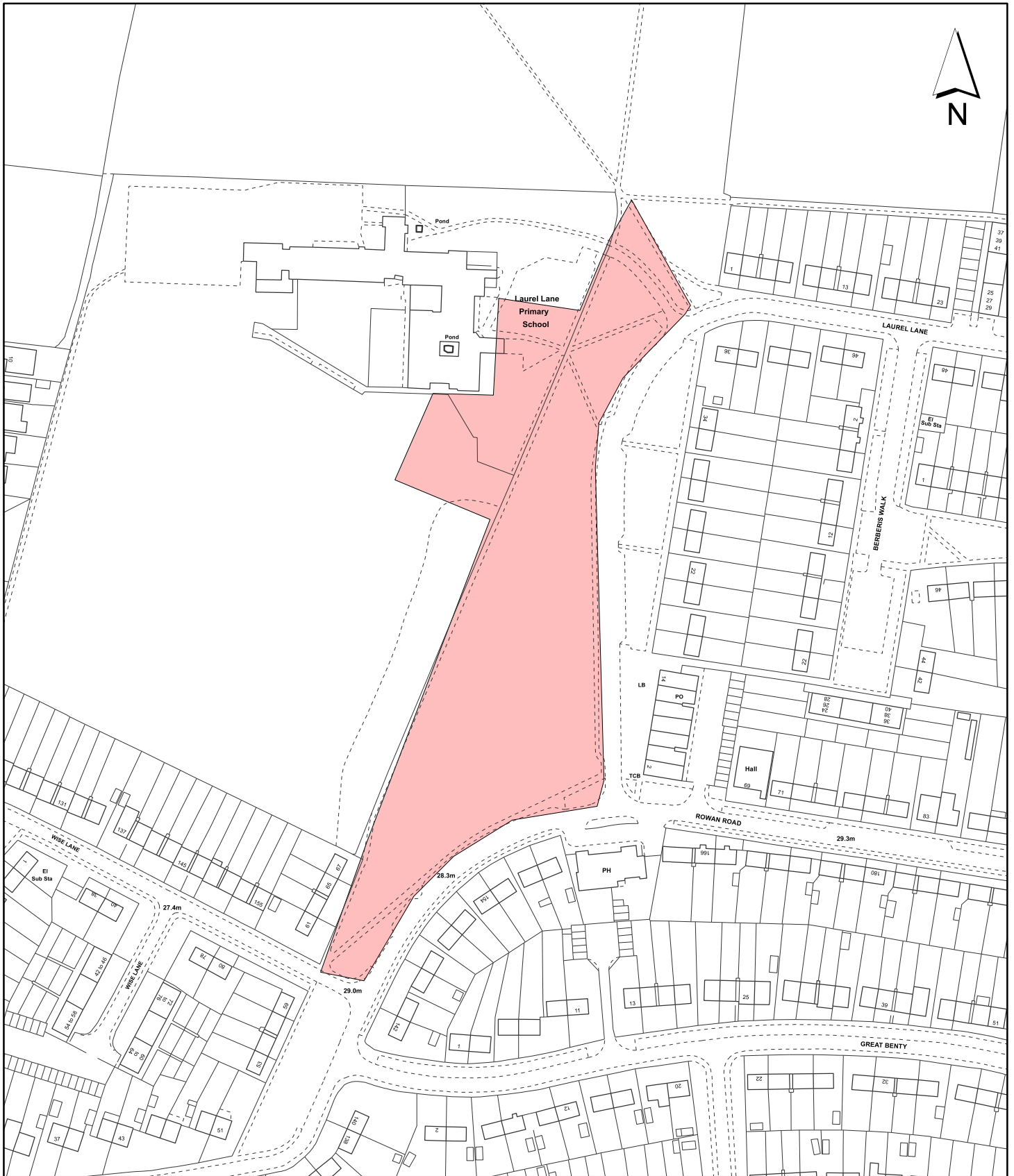
11. Reference Documents

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

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Notes

 Site boundary

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Site Address

**Land To The West Of Laurel Lane
 West Drayton**

Planning Application Ref:
70019/APP/2014/1807

Planning Committee
Major

Scale
1:2,000

Date
August 2014

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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