

Report of the Head of Planning, Sport and Green Spaces

- Address** NORTHWOOD SCHOOL POTTER STREET NORTHWOOD
- Development:** Demolition of the existing Northwood School buildings and facilities and erection of a new three-storey six form of entry secondary school and single storey sports hall with associated facilities including playgrounds; sports pitches; car parking; landscaping; the creation of a pupil pick-up/drop-off area with access via Pinner Road; the provision of a secondary vehicular access via Potter Street; and ancillary development.
- LBH Ref Nos:** 12850/APP/2014/4492
- Drawing Nos:**
- PL002 Rev.C (Location & Site Plan)
 - PL003 Rev.B (Site Survey)
 - PL006 Rev.C (Proposed Ground Floor Plan)
 - PL007 Rev.C (Proposed Ground Floor Plan - Sports Hall)
 - PL008 Rev.C (Proposed First Floor Plan)
 - PL009 Rev.C (Proposed Second Floor Plan)
 - PL010 Rev.C (Proposed Roof Plan)
 - PL011 Rev.C (Proposed Elevations)
 - PL012 Rev.C (Sports Hall Elevations)
 - PL013 Rev.B (Proposed Street Elevations)
 - PL014 Rev.C (Proposed Sections - Sheet 1)
 - PL015 Rev.B (Proposed Sections - Sheet 2)
 - PL017 Rev.B (Sports Hall - Section)
 - LLD778/01 Rev.07 (Landscape Masterplan Strategy)
 - PL004 Rev.D (Proposed Site Layout)
 - PL005 Rev.C (Tree Survey & Retention Plan)
 - Bat Tree Inspection Report prepared by The Ecology Consultancy dated January 2015
 - PL111 Planning Statement prepared by Hunters South Architects dated 19/12/14 (Rev.B)
 - PL112 - Transport Assessment prepared by Robert West dated December 2014
 - PL113 - Energy & Sustainability Statement prepared by Rolton Group Ltd dated 05/02/15
 - PL114 - Flood Risk Assessment prepared by Robert West dated 17/12/14
 - PL115 - Utilities Assessment prepared by Rolton Group Ltd dated December 2014
 - PL116 - Tree Survey Report prepared by Patrick Stileman Ltd dated 22/07/14
 - DS28051401.02 (Tree Constraints Plan)
 - DS28051401.01 (Tree Survey Plan)
 - A-03.12 (Ground Floor Plan 3 of 8)
 - PL001 - Design and Access Statement prepared by Hunters South Architects dated 19/12/14 (Revision A)
 - PL117 - Ecology Report prepared by The Ecology Consultancy dated 15/08/14
 - PL118 - Landscape Design Strategy prepared by Lizard Landscape Design dated 19/12/14
 - PL119 - Environmental Noise Survey and Assessment Report prepared by

Paceconsult dated 10/11/14
PL120 - Air Quality Assessment prepared by Air Quality Consultants dated December 2014
PL121 - Arboricultural Impact Assessment & Arboricultural Method Statement prepared by Patrick Stileman Ltd dated 06/01/15
PL122 - Ground Investigation Report prepared by Arcadis EC Harris dated December 2014
PL123 - Ventilation & Extraction Statement prepared by Rolton Group Ltd dated December 2014
PL124 - Lighting Strategy prepared by Rolton Group Ltd dated December 2014
Baseline Design Guidance Compliance prepared by Hunters South Architects dated 09/03/15

Date Plans Received:	23/12/2014	Date(s) of Amendment(s):	10/03/2015
Date Application Valid:	23/12/2014		23/12/2014
			18/02/2015
			02/03/2015

1. SUMMARY

This application seeks full planning permission for the complete redevelopment of the Northwood School site to provide a new six form of entry school capable of accommodating up to 1080 pupils. The proposals involve the demolition of the existing school buildings and the provision of a new three-storey school building and linked sports hall, with associated ancillary facilities such as artificial sports pitches, playing field and car parking.

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

In the main metropolitan areas throughout the country there has been a significant increase in the need for school places and this holds true for London. This increase reflects rising birth rates, migration changes and housing development. The impact of these factors has, to date, mainly been felt in primary age groups. Many primary schools have already expanded and two new primary schools opened in 2014. However, these larger pupil cohorts are now approaching secondary school age.

Historically, there has been some capacity in the system at secondary level. However, this 'excess' capacity is reducing as pupil numbers increase and is now approaching the point where demand will outstrip capacity. There is a forecast need for a total of 19 additional forms of entry in secondary schools by the 2019/20 school year across the borough as a whole. To meet this need, additional places will need to be provided each school year. However, within the overall increase in demand, there is also a need to ensure that there are sufficient places in each area so that pupils can be offered places within a reasonable travelling distance of their homes. For secondary school places planning purposes, the borough is divided into two geographical areas - broadly north and south of the A40. Most of the 19 form of entry increase will be needed in the north of the borough, with additional places being required from 2016. The number of vacant places is not sufficient to meet future demand and a large programme of additional places will be needed.

The applicant has advised that the number of pupils at Northwood School is already increasing, as is the number of first preference applications for admission at Year 7. The school's educational performance is good and improving. The re-building of the school (financed through Central Government Priority School Programme and Council funding) provides an opportunity to also increase the school's capacity. Integrating this into the rebuilding programme will provide a better educational and design outcome and is better value for money than adding later extensions.

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and UDP policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Furthermore, whilst it would result in a small loss of playing field, it is considered that the replacement provision is of sufficient quantity and quality to mitigate against this loss, such that the proposals would not be contrary to current policies which seek to preserve existing playing fields and sports provision. Notably, the Greater London Authority (GLA) have expressed a similar view in their detailed comments. Sport England nevertheless object to the proposals. Accordingly, if the decision is made to approve planning permission the scheme would be referable to the Secretary of State.

The existing school buildings are in need of modernisation and of extremely limited architectural merit. Accordingly, it is considered that the proposed development would enhance the visual amenities of the school site and surrounding area.

The proposed school buildings are well separated from surrounding 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.

The proposal is supported by a detailed Transport Assessment and provides for mitigation measures to reduce its impact on the local highway network. The Council's Highway Engineer has reviewed this information in detail and confirmed that the proposed development would be acceptable in terms of traffic impact, pedestrian and highway safety.

The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning and Enforcement to approve the scheme, subject to the appropriate referrals to the GLA and the Secretary of State.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:

A. That the application be referred to the Mayor under Article 3 of the Town and Country Planning (Mayor of London) Order 2000.

B. That the application be referred to the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

C. That should the Secretary of State not call in the application, and subject to the Mayor of London not directing the Council under Article 5 of the Town and Country Planning (Mayor of London) Order 2000 to refuse the application or that he wishes to act as the determining authority, the application be deferred for

determination by the Head of Planning and Enforcement under delegated powers.

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

2. **Road safety audit:** Within three months of the date of consent the applicant shall submit an updated stage 1 road safety audit and associated drawings to address, to the satisfaction of the Local Planning Authority, those concerns raised by the initial safety audit and the Council's Highways Officer.

3. **Travel Plan:** Prior to first occupation a full travel plan to be submitted to and approved in writing by the council. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. Therefore, a travel plan review should be undertaken and submitted to the Local Planning Authority for approval at 25%, 50%, 75% and 100% occupation of pupils and staff. The Travel Plan shall demonstrate a commitment to the ongoing provision and expansion of the existing school bus service to cater for the growing number of pupils and also a commitment to the ongoing review of and provision of additional cycle parking provision should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.

4. **Community Use Agreement:** Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the grass pitches, all weather pitch, MUGA and sports hall (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.

5. **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.

E. 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.

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

G. That, if the S106 agreement has not been finalised within 6 months, under the

discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

H. 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 PL002 Rev.C, PL003 Rev.B, PL004 Rev.D, PL005 Rev.C, PL006 Rev.C, PI007 Rev.C, PL008 Rev.C, PI009 Rev.C, PI010 Rev.C, PL011 Rev.C, PI012 Rev.C, PL013 Rev.B, PI014 Rev.C, PL015 Rev.B, PL017 Rev.B, LLD778/01 Rev.07 & A-03.12, 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 be carried out in accordance with the following specified supporting plans and/or documents:

Transport Assessment prepared by Robert West dated December 2014

Energy & Sustainability Statement prepared by Rolton Group Ltd dated 05/02/15

Flood Risk Assessment prepared by Robert West dated 17/12/14

Utilities Assessment prepared by Rolton Group Ltd dated December 2014

Tree Survey Report prepared by Patrick Stileman Ltd dated 22/07/14

Ecology Report prepared by The Ecology Consultancy dated 15/08/14

Landscape Design Strategy prepared by Lizard Landscape Design dated 19/12/14

Environmental Noise Survey and Assessment Report prepared by Paceconsult dated 10/11/14

Air Quality Assessment prepared by Air Quality Consultants dated December 2014

Arboricultural Impact Assessment & Arboricultural Method Statement prepared by Patrick Stileman Ltd dated 06/01/15

Ground Investigation Report prepared by Arcadis EC Harris dated December 2014

Ventilation & Extraction Statement prepared by Rolton Group Ltd dated December 2014

Lighting Strategy prepared by Rolton Group Ltd dated December 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 . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM7 Materials (Submission)

No development shall proceed beyond the steel/timber superstructure (including roof structure) until details of all materials and external surfaces, including details of the roof terraces and covered link between the main school building and sports hall, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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 COM8 Tree Protection

No site clearance or construction works shall take place until all the tree protection measures specified in the Arboricultural Impact Assessment and Arboricultural Method Statement Report, including drawing no. DS28051401.04, prepared by Patrick Stileman Ltd and dated 06/01/15, have been fully implemented. The tree protection measures shall be retained in position until the development is completed and, unless otherwise agreed in writing by the Local Planning Authority, 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).

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Covered and secure cycle storage for a minimum of 122 bicycles
 - 2.c Means of enclosure/boundary treatments

- 2.d Car Parking Layouts
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

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

- 5. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 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)

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 COM31 Secure by Design

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

REASON

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

10 NONSC Thames Water condition

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and infrastructure, and the programme for works) has been submitted to and approved in writing by the Local planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

REASON

To safeguard local amenity and to ensure that the development does not result in flooding or contamination in accordance with policies OE8 and OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) because the proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to impact on local underground sewerage utility infrastructure.

11 NONSC Suds

Prior to construction of the proposed buildings, a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in the Flood Risk Assessment produced by Robert West dated 19th December 2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

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

through water collection, reuse and recycling 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 National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

12 NONSC Contamination

Before any part of the development is occupied, all 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 landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the users of the new school development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 COM20 Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and

maintained in full compliance with the approved measures.

REASON

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

14 NONSC Details of lifts

Prior to installation, full details of the proposed lifts to be provided shall be submitted to and approved in writing by the Local Planning Authority. These details should demonstrate that a short rise vertical platform lift with points of entry and exit from three different directions can be accommodated within the available space.

REASON

To ensure the development is fully accessible in accordance with policies AM13 and R16 with Policy AM13/R16 [refer to the relevant policy/ies] of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

15 NONSC Energy

No development shall proceed beyond the steel/timber superstructure (including roof structure) until full details of the low and zero carbon technology outlined in the Energy & Sustainability Statement (Revision 01- Issued 02 March 2015) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- 1 - The type and location of the air source heat pumps and an assessment on the noise emissions in relation to the adjacent and adjoining educational facilities.
- 2 - The type, quantity and location of photovoltaic panels and how feed in tariffs will be managed.
- 3 - The maintenance arrangements for all low and zero carbon technology.

The development must proceed in accordance with the approved details.

REASON

To ensure the development contributes to a reduction in carbon emissions in accordance with Policy 5.2 of the London Plan (July 2011).

16 NONSC Electric vehicle charging points

Within six months of the date of this consent details demonstrating that 20% (10% active and 10% passive) of car parking spaces will be served by electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved charging points shall be installed prior to occupation of the development hereby approved.

REASON

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

17 NONSC Construction management plan

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

No traffic associated with 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 banksman at all times.

No construction or contractors vehicles will be permitted to park along Pinner Road or Potter Street 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 Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 6.1 and 6.3.

18 NONSC Car parking management plan

Prior to occupation of the development a Car Park Management Strategy shall be submitted to and approved in writing by the Local Planning Authority.

The submitted strategy shall contain details of parking allocation of the staff car park; details as to how the drop-off and pick-up area will be managed to ensure its efficient operation; security measures; any parking management equipment such as barriers/ticket machines, etc; and a detailed 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 and managed in accordance with the approved details in perpetuity.

The drop-off/pick-up area must be provided prior to occupation of the development.

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 Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 6.1 and 6.3.

19 NONSC Delivery and servicing plan

Prior to occupation of the development hereby approved 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 Unitary Development Plan Saved Policies (September 2007).

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.

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative 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
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces

- (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

3 I1 Building to Approved Drawing

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

4 I3 Building Regulations - Demolition and Building Works

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

5 I11 The Construction (Design and Management) Regulations 1994

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

6 I12 Notification to Building Contractors

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

7 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

8 119 Sewerage Connections, Water Pollution etc.

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

9 123 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.

10 124 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

11 134 Building Regulations 'Access to and use of buildings'

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

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

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

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate

against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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

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

12

You are advised that Thames Water have provided the following advice:

Surface Water Drainage:

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined with the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater.

Where the developer proposes to discharge into a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

Where a developer proposes to discharge into a public sewer, a groundwater discharge permit will be required. Groundwater discharged typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Water Comments:

With regard to water supply, this comes within the area covered by Affinity Water

Company. For your information the address to write to is: Afinity Water Company, The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel 0845 782 3333.

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

- a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
- b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+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.

14

The applicant is advised that any form of floodlighting of the sports pitches or facilities would require full planning permission.

3. CONSIDERATIONS

3.1 Site and Locality

Northwood School occupies an approximately 5.2 hectare, irregularly shaped plot, located on the east side of Potter Street in Northwood Hills. This application relates to the entire Northwood School site but excludes the land now occupied by Heathrow Aviation Engineering University Technical College (henceforth referred to as the UTC). Although the land occupied by the UTC formally accommodated Northwood School buildings it must be noted that the two sites are now operated independently of one another and this application relates to the Northwood School site only.

The school site accommodates a range of buildings, located in its north west corner, which vary in height from single-storey to three-storey and comprise large 1930s attached blocks and numerous later infill additions. Playgrounds and hard surfaced sports courts are located behind the buildings. Playing fields occupy the remainder of the site to the east and south of the buildings and wrapping around the UTC building to the west.

Sole vehicular and pedestrian access to the site is currently via Potter Street and car

parking is provided to the front (north west) of the school buildings.

The school occupies a sloping site, with a significant fall in levels of up to 12m between its northern and southern most corners. Following an initial significant drop in levels between street level along Potter Street and the front elevations of the existing buildings the site continues to slope back towards the south east. To provide level playing courts the hard play areas are effectively on a raised plateau. The playing fields then slope towards the west and south. A drainage ditch forms the school's south east boundary.

Limited planting is provided within the developed area of the site but landscaping is provided along most the site boundaries. The boundary fronting Pinner Road to the south is defined by a mature and dense hedgerow, with mature trees planted parallel both along the street itself and within the playing fields. A mature landscaped screen also exists along the eastern boundary. The landscaping is thinnest along the Potter Street and north east boundaries.

The school is directly abutted by residential gardens to the north east and south east. It is bounded to the south west by Pinner Road, beyond which are predominantly residential properties, and to the north west by Potter Street, beyond which are residential properties. Adjoining the south west corner of the site is the single-storey Northwood Hills Library which fronts a busy roundabout, known as Northwood Hills Circus.

As previously mentioned, the recently constructed UTC now occupies a part of the Northwood School site. This comprises a modern three-storey building and associated car park, catering for up to 600 14-19 year olds. It operates independently from Northwood School and is now considered a separate site managed by the UTC.

The school falls within a predominantly residential area, largely characterised by two-storey detached and semi-detached houses. However, Northwood Hills Town Centre lies immediately to the south west of the site, with the area surrounding Northwood Hills Circus, opposite the school site and Joel Street, characterised by three-storey commercial properties.

The entire school site falls within the developed area as designated in the Local Plan. Pinner Road is designated as a London Distributor Road. Northwood Hills Town Centre and Secondary Shopping Centre is located to the south along Joel Street and around Northwood Hills Circus roundabout.

3.2 Proposed Scheme

This application seeks full planning permission for the complete redevelopment of the Northwood School site to include the demolition of the existing school buildings and to provide a new six form of entry secondary school with associated facilities. The new school would be capable of accommodating up to 900 pupils between the ages of 11 and 16 and sixth form accommodation for up to 180 pupils.

A new three-storey flat roofed building would be provided in the southern corner of the site. This would provide the main school building and would accommodate 53 classrooms (including 34 general teaching spaces and 19 classrooms for specialist activities such as performing arts, science, design technology and art); a hall; a kitchen and dining room; a library; post 16 study and social areas; staff rooms; hygiene and Special Educational Needs (SEN) rooms; offices; WCs; stores; and ancillary facilities.

A detached two-storey equivalent sports hall would be provided to the east of the main school building, linked by a covered walkway. This would provide four courts, changing rooms, WCs, stores, a classroom and ancillary facilities.

A multi-use games area (MUGA), sized to accommodate up to three tennis courts, would be provided immediately to the north of the sports hall and an artificial all weather pitch, capable of accommodating a full sized hockey pitch, would be located immediately to the east of the sports hall. Notably, no floodlighting is proposed for either facility.

Following the completion of the new school building, the existing school buildings would be demolished and the northern part of the site converted into grass playing field of sufficient size to accommodate a full sized rugby pitch and a full sized football pitch for winter games and sufficient space for an athletics track and cricket pitch for summer sports.

For clarity, the following pitch sizes would be provided in full compliance with standards provided Sport England's document 'Comparative Sizes of Sports Pitches and Courts:'

1 x 100m by 70m (including run-off) senior grass rugby pitch

1 x 93.66m by 49.16m (including run-off) U17-U18 grass football pitch

1 x 63m by 102m (including run-off) all weather pitch for hockey and football use

1 x 27.5m by 45.5m MUGA sized to accommodate 3 x tennis courts

Playgrounds would be provided immediately adjacent to the north, west and southern boundaries of the new school building in addition to an external dining area and landscaped 'student plaza.' An amphitheatre, reflective of the school's performing arts specialism, is proposed towards the front of the building, adjacent to the entrance plaza.

New vehicular and pedestrian access points would be created via Pinner Road and a 108 space car park (including five disability standard spaces) would be provided at the front (south of the site) to the east of the new building. The car park would also provide pick-up and drop-off facilities with space for 17 cars. Cycle parking for 122 bikes would be provided adjacent to the new pedestrian entrance.

A service area and refuse bins would be provided to the rear of the building with access via Potter Street. No other access to the site via Potter Street for either vehicles or pedestrians is proposed.

Hard and soft landscape enhancements would be provided across the site with new tree planting proposed along the Potter Street and Pinner Road frontages. Notably, drainage swales would be provided in the north east and south east corners of the site and the north east swale in particular would also provide a habitat area.

3.3 Relevant Planning History

12850/APP/2013/1810 Northwood School Potter Street Northwood

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

Decision: 24-10-2013 Approved

Comment on Relevant Planning History

Northwood School has an extensive planning history. The most recent and relevant planning application to this scheme relates to the provision of the UTC on a part of the site

and is summarises above. However, as stated elsewhere in this report, it must be noted that the UTC now operates independently of Northwood School and, as such, does not form part of this application.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land -

- requirement for ameliorative 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
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 (i) Dial-a-ride and mobility bus services
 (ii) Shopmobility schemes
 (iii) Convenient parking spaces
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **3rd February 2015**
- 5.2** Site Notice Expiry Date:- Not applicable

3rd February 2015

6. Consultations

External Consultees

This application was advertised as a Departure and consultation letters were sent to 776 local owner/occupiers and the Northwood Hills Residents' Association. Site and press notices were also posted. 16 responses have been received, including one from the Northwood Hills Residents' Association. Two of these are in support of the proposals and the remainder are opposed to the proposals, although it is noted that several of the objectors support the redevelopment of the school in principle.

The following concerns are raised by residents:

- i) The provision of a pupil pick-up/drop-off area with access via Pinner Road is applauded but the secondary vehicular access and ancillary development along Potter Street is unacceptable.
- ii) Construction access must be via Pinner Road. Potter Street residents have experienced a year of disruption and inconvenience associated with the UTC.
- iii) Commuter parking should be stopped.
- iv) Impact of the new vehicular entrance on Pinner road traffic flow. The entry and exit of cars needs to be regulated by traffic lights or other means at peak times.
- v) This will make existing congestion along Pinner Road to the Joel Street roundabout even worse.
- vi) Increase in parking demand along surrounding roads, which are already over-stretched due to parking from commuters, the existing school, the UTC, the library, shoppers and leisure users. This is overload and will create more disturbance and inconvenience for residents.
- vii) Increased reckless driving and parking behaviour. This will increase the risk of damage to property and will add to the risk of nasty accidents occurring.
- viii) Increase in the number of people using Briarwood Drive as a short cut to get to Joel Street.
- ix) The lack of double yellow lines around the corner of Briarwood Drive means parking here creates a blind corner on a very busy street. The development will increase the risk associated with this.
- x) It already takes residents 10-15 minutes to drive a journey which should take seconds.
- xi) The roads should be made bigger with extra lanes added.
- xii) Residents in Pinner Road already have two bus stops in front of their homes and will also have the main school access, which is horrible.
- xiii) Impact on security.
- xiv) A proper consultation event should have been held.
- xv) Insufficient parking is provided on site to cater for all staff, including those who are part-time and support staff, and for the overflow from the UTC. A two-storey car park should be provided in order to keep the Hillside Area of Special Local Character free from parking.
- xvi) Noise, disruption and pollution from the construction work will be damaging to residents and will affect the feel, look and appeal of their properties. Restoration plans should be guaranteed by the Council.
- xvii) Contractual clauses should be put in place to ensure the development is completed to a high quality, on time and to budget.
- xviii) The Transport Assessment severely underestimates the amount of drop-off and pick-up which will occur. An incentive scheme should be put in place to deter parents from coming by car such as a credit given for each walking journey or public transport journey, which could then be used for pupil's benefit such as school trips or sports facilities.
- xix) Increased littering and antisocial behaviour from pupils. What will the school and Council do to ensure that complaints from residents are dealt with promptly and that good behaviour is exhibited by pupils?
- xx) Measures such as road signs, speed restrictions and regular monitoring should be put in place to ensure safety and smooth flow of traffic during construction.

- xxi) Teachers and pupils should not be allowed to park in surrounding roads.
- xxii) Lack of maintenance of the drainage ditch which forms the boundary of the school with residential properties in Alandale Drive has led to flooding of gardens. This stream is being relied on for drainage but is not maintained so the raised all weather pitches and the swale will make flooding worse.
- xxiii) Floodlighting should not be entertained now or at any time in the future.
- xxiv) The existing entrances should be re-used.
- xxv) Traffic lights should be installed on Joel Street to assist with the traffic flow.
- xxvi) Loss of privacy. First and second floor classrooms will look directly into the living rooms of houses and maisonettes in Pinner Road.
- xxvii) Loss of outlook due to the presence of an over-bearing building.
- xxviii) Loss of light to neighbouring residential properties.
- xxix) The south facing glass walls will at times reflect the sun into neighbouring residential properties. This happens at present from the metallic walls of the UTC.
- xxx) Intrusive light from lighting left on at the building overnight.
- xxxi) Increased noise from the playground facilities and outdoor auditorium. This is unacceptable to those who work night shifts or are usually home during the day.
- xxxii) Statistics in the Transport Assessment were gathered when works were taking place in Joel Street and so there was a reduction in traffic as people avoided the area. Also, the UTC had not opened so an accurate assessment of traffic could not be made.

The two letters of support make the following points:

- i) Excellent design.
- ii) No floodlights should be provided.
- iii) Appropriate boundary treatment should be provided to stop balls being kicked into residential gardens.

The Northwood Hills Residents' Association raise the following concerns:

- 1) Both the Pinner Road and Joel Street are already very heavily congested with traffic at the morning peak. Vehicles queue back from the Northwood Hills Circus to Pinner Green and also from Northwood Hills Circus down Joel Street in the direction of Eastcote. As such parents dropping children off at the turning circle at the new school who wish to go back to Northwood Hills circus will undoubtedly turn left into Pinner Road, left again into Alandale Drive, then left again into Potter Street. We would not wish to see happen as Alandale Drive in particular is not suitable for this purpose. We request the planning Committee to give consideration to;
 - a) Automated traffic light control at Northwood Hills Circus to ease the congestion problems.
 - b) The marking of a mini roundabout in the Pinner Road at the vehicle exit from the school to make it easier for traffic to turn right towards Northwood Hills Circus.

- 2) Parking in Northwood Hills is a major issue (already known by the officers and Councilors). We note that a new car park at the school is being proposed and whilst this is just barely adequate for the schools needs there will be a loss of commuter parking spaces in the Pinner Road when the school is built. For this reason and to stop the issue become more severe at a later date we would request the Committee to consider placing a restriction on any future growth of Staff and/or support staff numbers at the school. We have spoken with the Head about this issue and he does not currently believe, there will be a need at a future date to increase numbers by more than 1 or 2 FTE. We believe a similar restriction on staff and/or support staff number exists at nearby St John's School.

- 3) We have strong concerns that if floodlighting is installed on the school playing field/Multi Use Games Area (MUGA) either now or at a future date it could have a serious detrimental impact on residential amenities/the lives of local residents particularly those in Alandale Drive and also Potter Street who could suffer from both evening noise and light pollution. We therefore request the Committee to impose a restriction on the use of any such equipment installed now or at a future

date to curtail use of such equipment after 18:00 hours. This is consistent with the restriction on hours of operation of equipment on the factory floor at the adjoining Heathrow UTC agreed by the Major Planning Committee at the time that application was approved.

It should be noted that the submitted Planning Statement confirms that the applicant sent letters to approximately 800 residents and local businesses as part of a pre-application consultation exercise prior to submission. It is understood that 12 responses were received which primarily raised concerns regarding parking and traffic congestion. It is understood that amendments were made to the scheme following this feedback and prior to submission of the application to accommodate additional parking spaces.

THAMES WATER

Waste Comments

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharged entering local watercourses.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined with the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge into a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and infrastructure, and the programme for works) has been submitted to and approved in writing by the Local planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason - The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Where a developer proposes to discharge into a public sewer, a groundwater discharge permit will be required. Groundwater discharged typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Water Comments

With regard to water supply, this comes within the area covered by Affinity Water Company. For

your information the address to write to is: Afinity Water Company, The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel 0845 782 3333.

ENVIRONMENT AGENCY

We have no comments to make on this application in terms of the presence of the Source Protection Zone 2.

SPORT ENGLAND

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No. 2184).

Sport England is therefore a statutory consultee and has assessed the application in the context of its policy to protect playing fields, 'A Sporting Future for the Playing Fields of England which accords with paragraph 74 of the National Planning Policy Framework.

Essentially, Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, unless one of five exceptions applies.

A copy of 'A Sporting Future for the Playing Fields of England' which includes the five exceptions can be found at: <http://www.sportengland.org/facilities-planning/planning-for-sport/development-management/planning-applications/playing-field-land/>

As advised by Sport England at pre-application stage:

"The proposals comprise the redevelopment of part of the Northwood School site to provide a new school building, car park, access, sports hall and MUGA. The proposed new school building, car park, access, sports hall and MUGA are all to be located on areas of exiting usable playing field. It is proposed that the former school buildings, car park and hard play will be constructed as new (replacement) playing field.

Further to our meeting on 12 November to discuss the scheme, one of the actions that Sport England took away was to double check the extent of playing field loss. Having done that, it is clear that the extent of the existing playing field is 36,824sqm (as appended - existing). In terms of the proposed, this amounts to 30,900sqm (35200sqm playing field minus 1,66sqm MUGA), as also shown on the appended proposed plan.

The total loss of playing field is therefore 5,924sqm in area terms. In reality, however the loss is actually greater as the scheme creates pockets of unusable playing field. A swale is also be located on the playing field, which has not been deducted from the calculations and will further reduce is extent. As a matter of physical fact, the scheme results in a loss of usable playing field of at least 0.6ha. As such, the scheme is very much contrary to Sport England policy and para 74 of NPPF.

The scheme proposes a new four court sports hall. It is unclear whether this replaces an existing sports hall or if this is new additional provision. Active Places Power suggests that there is an existing four court sports halls on the site, built in 1993. Clarity on this is required.

The scheme also proposes an Artificial Grass Pitch (AGP) to be used for football and hockey. The provision of new, sustainable facilities is always welcomed by Sport England. That said, the proposed surface type for the AGP is to be 3G rubber crumb, with a 40mm pile and it should be noted that this is a compromise pile length which is not preferred pile length for either football or hockey. Sport England's 'Selecting the Right Surface Type' document should be worked through in

detail in order to ensure the right surface is proposed:
<http://www.sportengland.org/media/30651/Selecting-the-right-artificial-surface-Rev2-2010.pdf>

In any event, the provision of an AGP, which is not floodlit and thus will have limited community/ after school use, is not considered sufficient to mitigate the loss of circa 0.6ha of playing field land. The scheme proposes to level and drain the playing field, but again this is not considered sufficient to mitigate the loss of circa 0.6ha of playing field land. We know that the site is regularly marked out with a full remit of pitches and therefore, whilst qualitative improvements would always be welcomed, they are unlikely to significantly improve this already well used site, such that the loss of at least 0.6ha would be considered acceptable in policy terms.

It is difficult for Sport England to see a 'way forward' on this scheme without a fundamental redesign and reduction in the proposed new built footprint. The extent and location of the parking area, perhaps requires further thought, which may allow for further consideration of the AGP/ pitch layout. Any revised scheme should include floodlighting for the AGP, as a minimum. It was discussed at pre-application stage that floodlighting may follow at a later date, but having considered the extent of the loss of playing field, any scheme needs to do significantly more to seek to mitigate this loss."

The scheme has not change since pre-application stage. Sport England position therefore remains as stated above.

As such Sport England registers its formal objection to this application as it results in a loss of playing field land, the loss of which is contrary to Sport England Policy and paragraph 74 of the National Planning Policy Framework.

Should your Council be minded to grant planning permission for the development then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 and National Planning Policy Guidance the application should be referred to the Department for Communities and Local Government.

GREATER LONDON AUTHORITY (GLA) (INCLUDING TRANSPORT FOR LONDON (TfL))

While the application is broadly acceptable in strategic planning terms, the following issues require further discussions before the application is referred to the mayor at state II for compliance with the London Plan to be confirmed:

1. School and playing fields: the Council should confirm the requirement for the additional school places; the use of the community and sports facilities for the public should be secured by section 106 agreement. The loss of playing field space is, on balance, considered to be acceptable.
2. Urban Design: further consideration should be given to boundary treatments, the link building and baseline school guidance.
3. Transport: all new and modified vehicular routes should be stage 1 safety audited; the level of car parking should be justified; electric vehicle charging points should be provided; the net impact of trips should be revised, based on actual school occupancy; any mitigation measures for Pinner Road should be secured by condition; TfL seeks a financial contribution towards additional bus services; the applicant should undertake a pedestrian environment review system audit; cycle parking spaces should be increased; detailed design of cycle parking and associated facilities should be secured by condition; the travel plan should be secured by condition as well as a car parking management plan, a delivery and servicing plan and construction logistics plan.
4. Flooding: the proposed development should achieve a greenfield run-off rate and therefore further sustainable drainage measures are required.
5. Climate Change: a revised energy strategy is required; further information is required regarding overheating and cooling; the applicant should provide the site regulated carbon emissions after efficiency measures alone; the applicant should provide further information on the feasibility of

closed loop ground source heat pumps and associated carbon savings should be provided.

Internal Consultees

EDUCATION SERVICES

Demand for Secondary School Places in the North Planning Area

In order to ensure that there are sufficient places within a reasonable travelling time/distance of pupils' homes, secondary school place planning is based on two geographical areas - north and south of the A40. Northwood is in the north planning area.

Across the borough, due to birth rate increases, housing development and migration changes, demand for school places has increased significantly in recent years. In order to meet demand, the first phase of the Council's primary school expansion programme commenced in 2011. To date, the programme has included 8 schools in the north of the borough.

Pressure on places is already starting to be felt in the secondary sector in the north of the borough and this will increase significantly as the larger primary pupil cohorts transfer to the secondary phase. Historically, there has been a 'surplus' of secondary school places. However, over the next few years, demand for Year 7 places is forecast to increase by 46% in the north of the borough (when compared with the 2013/14 school year) - an increase of more than 600 pupils. Data emerging from the September 2015 secondary admissions process also supports the need for further places in the north of the borough, with 96% of Year 7 places allocated as early as March, and more applications expected before the school year starts. It is expected that additional places will be needed from 2016 onwards.

Therefore, all secondary schools have been assessed for expansion potential and Northwood is one of a limited number at which expansion is feasible. On the basis of the information provided, Education Services are in support of the scheme.

FLOOD AND WATER MANAGEMENT SPECIALIST

The Flood Risk Assessment proposal to control surface water on site and reduce the run off from the site by half is in compliance with the London Plan and Council Policies. The proposals include a variety of features to control this run off including a green roof and rainwater harvesting for water reuse as well as permeable surfacing, etc, in accordance with the requirements of the SuDs hierarchy within National Standards.

The FRA also acknowledges that the School is the riparian owner of the Joel Street Ditch and to ensure that the flood risk to the site doesn't increase due to blockages within the ditch will manage their part of the ditch appropriately.

The FRA also details the management and maintenance plan for the SuDs. The ditch should be included within this as a critical part for the drainage for the school.

However there are still some details of the drainage design yet to be formalised including the provision of raingardens, etc, recommended within the report, and the detail of swales proposed. There should also be no raising of ground levels in the area identified or provision of equivalent area, where water is likely to be at risk from surface water flooding adjacent to the Ordinary watercourse so that capacity for flooding will be maintained and flood risk not increased to residents adjacent, as the Joel Street Ditch is known to have flooded.

Therefore the following condition is requested:

Prior to construction, a scheme for the provision of sustainable water management shall be

submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Flood Risk Assessment produced by Robert West dated 19th December 2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- 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. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- 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 through water collection, reuse and recycling and will:

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

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

Reason:

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

ENVIRONMENTAL PROTECTION UNIT

Contamination:

I refer to your consultation of 9 January 2015. The report submitted is a factual report and does not advise on the contamination status of the Northwood School site. However there is information in the report that provides a good basis for assessing whether contamination is likely to be an issue. Historic maps do not indicate the site has had a contaminative use prior to the School and contamination is not expected. The report is geotechnical but does have soil testing on four boreholes and gas testing. Overall 4 shallow window samples and 4 hand dug pits were implemented with four deep 15 metre boreholes for the building. The testing data has not shown any contaminated soils of concern. The gas levels did not show significant levels of gas with a maximum of 2.5% CO₂ although more testing may be prudent for the building area. The boreholes are showing that the soils appear to be 'clean' stiff clays below the site at depth with a covering of made ground mainly sandy clay topsoil. Some perched water may be present but there are unlikely to be water pollution problems although the EA could confirm this. The data in the report indicates that contamination is unlikely to be an issue but there should be an interpretation of the results of the investigations rather than just the facts.

I have noted that the built area of the school (UTC development ref 12850/APP/2013/1810) was supported by a report from LBH Wembley consultants. This again was factual and dated June 2013 for BAM construction. It also had a Landmark survey showing the history of the site. Although this is for the UTC part of the school it provides information on this area. Again there appears to be no significant contamination found from the wider range of tests carried out on the soils. The boreholes show similar ground to the Arcadis report of 2014. No significant gas was found.

It would appear that contamination is unlikely to be an issue on this site from the data provided and the history of the site. I would advise -

An interpretation with advice on the desk studies and investigations in 2013 and 2014 is obtained from a consultant to clarify the contamination status of the site and whether any further investigation is required. This will help the planning decision when the application is looked at by Members. Although I expect that this will show the site has no contamination issues it is needed to support the application, only factual data being submitted. It can be a modest report but should assess the data.

I would add the imported soil condition so no contaminated soils are used in the landscaping if this soil is required. It is a big site and we have had problems before with the imports for improving the soil. I have no reason to think the current soils at the school are contaminated.

Condition to minimise risk of contamination from new landscaped areas

Before any part of the development is occupied, all 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 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 users of the new school 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).

Noise:

With reference to the above planning application I have reviewed the Environmental Noise Survey and Assessment Report ref: PC-14-0284-RP1-Rev B prepared by Pace Consult Ltd dated 22 December 2014.

I recommend the following conditions/informatives:

1. Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason:

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

The standard 'Control of environmental nuisance from construction work' informative should be

attached.

ACCESS OFFICER

Planning permission is sought to demolish the existing Northwood School buildings and erect a new secondary school and sports hall with associated facilities. The proposed school would provide an education placement for 900, 11 to 16-year-olds and 180 post-16 students.

Pre-application discussions were held with the applicant on 8 December 2014 to discuss the proposal in detail. The external environment has been designed to be fully accessible for pupils, staff and visitors. During our meeting it was agreed to include a changing facility for people with complex personal care requirements; a 'Changing Places' room has subsequently been included on plan.

Level access throughout the building is proposed. There is level access throughout the building and wayfinding is understood to be simple and direct. Two fire rated lifts would be housed within a fire protected lobby. All other accessibility specifications would be in accordance with Approved Document M to the Building Regulations and other Building Bulletins pertinent to new school buildings.

Whilst the fundamental design is excellent in terms of access and inclusion, clarification is needed on the following:

1. It is unclear how wheelchair users would travel from the Lower Ground Floor Circulation area to the Upper Ground Floor Circulation area. These latest plans appear not to incorporate a platform lift, and further details are requested.

Standard informatives should be attached should planning permission be granted.

Officer Comment: Amended plans have been submitted to provide the clarity requested. The Council's Access Officer has provided the following additional comments:

"The location of the platform lift is acceptable in principle. A short rise vertical platform lift with points of entry and exit from three different directions should be available to fit and operate correctly within the space.

Details of the lift should be requested."

HIGHWAY ENGINEER

Robert West consultants submitted a Technical Note dated 27 February 2015 in response to previous Highway comments. This note comprised the results of further junction capacity analysis for the Northwood Circus roundabout and the proposed new access off Pinner Road together with a review of on-street parking.

The following three 2020 scenarios were considered for each of the two travel mode shares, as recorded from the Pupil 'Hands up' surveys in 2013 and 2014:

- a. Existing pupils number (391) and consented UTC (600) pupils at Northwood Site,
- b. Consented Northwood school (900) and UTC (600) pupils at Northwood Site.
- c. Proposed 1080 pupils at Northwood school and 600 pupils at UTC, together with an additional new access of Pinner Road.

The technical note indicates that the significant reduction in the car mode share for pupils, from 48.5% in 2013 to 26.9% in 2014 was the outcome of introduction of a school bus service between South Oxhey and Northwood School. No explanation has been cited for the significant increase in

the 'Walk' mode share, from 11.9% to 22.7%, over the same period.

Highway Comments:

The interpretation of results from the above traffic and parking impact analysis must necessarily be informed by consideration of the following:

- a. Reliability of the 'Hands Up' surveys to determine travel mode shares, given the limited sample of surveys.
- b. The validity of projecting the modes shares of existing pupils (391) to the future number of 1680 pupils.
- c. The risks of assuming that 20% of all pupils will be sharing car trips with siblings.
- d. Assuming that the capacity and demand for back ground on-street car parking, public transport and highway will substantially remain at present levels.
- e. The favourable presumption regarding the effectiveness of travel plans in reducing vehicular trips.

In order to robustly assess the potential impact of the proposed development on the surrounding highway network, the Transport Assessment (TA) has considered the overall development on site (Northwood School and Heathrow Aviation Engineering University Technical College). The technical note allows for the impacts to be considered under a range of assumptions and development scenarios. Further modelling is required which is covered by the S106 agreement.

Parking:

A total of 108 car parking spaces are proposed for Northwood School with an access from Pinner Road. These will be allocated as follows:

- i. 85 staff;
- ii. 5 accessible spaces for users with accessible parking needs;
- iii. 18 short term drop off / pick up

In addition, 122 cycle parking spaces will be provided.

With a provision of 85 staff parking spaces at the site, when the secondary school is operating at capacity, over-spill parking demand of approximately 22 staff vehicles will require to park on-street.

The transport assessment report indicates that existing on street parking capacity of 549 spaces on the adjacent highway network within a 5 minute walking distance of the site. After allowing for existing background demand a residual capacity of between 240 to 290 spaces would be available during the morning, afternoon and evening peak periods for use by parents and staff. The revised parking demand assessment based on the 2013 travel mode shares indicate that during the morning peak period there would be a short period of time when the on-street car parking demand would exceed the available capacity by approximately 31 vehicles (which is not unusual for a secondary school of the size proposed). In addition, during the inter-peak period there would also be a short period of 10 minutes during which the on-street residual parking capacity would be reduced to 15 vehicles.

During both these time periods, a higher level of parking stress and corresponding increase in traffic disruption will result. During the PM Peak period the residual on-street parking capacity would be reduced to 94 spaces. It should be noted that the above assessment allows for provision of a drop off / pick up facility at Northwood School that reduces short term demand for on-street car parking by 34 vehicles every 10 minutes.

Traffic Generation:

There would be increases in travel demands, particularly car useage, that would have to be potentially accommodated by the existing transport infrastructure and services. However, there is

evidence that traffic congestion and crowding is already experienced.

Public Transport (Bus):

Transport for London (TfL) should be consulted on this matter.

A school bus service has been introduced between South Oxhey and Northwood school and that has reduced car trips for existing pupils. In order to replicate this for the increased number of pupils, a significant expansion of the school bus services could be required. This would need to be developed further before it can be assumed that a lower car mode share would be appropriate assumption to use for the transport assessment of proposed development.

Northwood Circus Roundabout:

This operational analysis of Northwood Roundabout junction (based on the 2013 travel mode shares) indicates that progressively increased levels of congestion will result corresponding to increasing levels of traffic from that existing at present, to that with traffic generated by the consented development (1500 pupils), and even more congestion with the further increase in traffic associated with the current proposals (1680 pupils).

This junction cannot accommodate the traffic generated by the proposal and would require improvement works that increase capacity to mitigate for the excessive congestion that will result from the proposed development, during the morning, inter-peak and evening peak periods. At present no mitigation measures have been proposed.

New Access from Pinner Road:

The operational analysis of the new access (preliminary design) onto Pinner Road indicates that during the morning and inter-peak periods, the junction will be operating over capacity (with the 2013 travel mode share and 1680 pupils on site).

Vehicular swept paths entering and leaving via this access and a stage 1 safety audit have been provided. These indicate that the access arrangement will need to be further refined to address some safety and operational issues that have been identified.

It is noted that the new access will displace some on-street car parking and this may increase parking stress above the levels indicated above.

Further work is required to refine the design to improve provision for accommodating non-motorised users.

Conclusions:

The proposed development will result in an increase in traffic congestion on the adjacent highways and increased demand for on-street car parking. Improvement proposals should be developed to mitigate the traffic impacts at 'The Northwood Circus' roundabout. However this should be based on further studies after a level of occupation as set out in the S106 agreement.

The transport assessment and safety audit of the new vehicular access onto Pinner Road has identified some operational and safety issues that should be addressed.

A Travel Plan is required with particular emphasis on improving public transport accessibility of the site and managing demands by staggering pick up / drop off activities. Further consideration is required to develop the school bus initiative that would be appropriate for the larger number of pupil

and staff (over existing).

Further traffic analysis studies should be undertaken for the new vehicular access on Pinner Road and to identify suitable highway and safety measures to mitigate the impacts on the adjacent highway including 'The Northwood Circus' junction. All traffic modelling analysis should be supported by robust calibration and validation.

All proposed highway works should be supported by accurate geometric diagrams with details of existing parking restrictions, drop kerbs, crossovers to individual properties, pedestrian crossing facilities / refuges etc that may be affected. This will help to assess the feasibility of the proposals.

All vehicular swept paths analysis should show a 300mm margin.

TREES/LANDSCAPE OFFICER

Landscape Character / Context:-

Site description:

- The site is a large approximately triangular space bounded to the south by Pinner Road, with Potter Street to the north-west and Alandale Drive / Dale Close to the north-east.
- The current school buildings occupy the north-west corner of the site, accessed from Potter Street. Immediately to the south of the school complex there is a recently completed three-storey technology college, Heathrow Aviation Academy, also accessed from Potter Street. A public library occupies a small plot in the south-west at the junction of Potter street and Pinner Road.
- The land is higher in the north-west corner and falls towards a low spot in the south-east corner.
- The existing playing fields occupy the eastern half of the site and the southern end.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting the site.

Landscape constraints / opportunities:

- While there are no protected trees on the site, there are hedges and mature trees along all boundaries which provide screening, shelter and local environmental enhancement.
- The boundary vegetation also benefits local residents whose houses overlook the site and for whom privacy and screening is desirable.

Proposal:-

The proposal is to demolish the existing Northwood School buildings and facilities and erect a new three-storey six form of entry secondary school and single-storey sports hall with associated facilities including playgrounds; sports pitches; car parking; landscaping; the creation of a pupil pick-up/drop-off area with access via Pinner Road; the provision of a secondary vehicular access via Potter Street; and ancillary development.

Landscape Considerations:-

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

- The application is supported by a Tree Survey Report, document ref. PL116, by Patrick Stileman. The report is dated 22 July 2014.
- The report comprises a Stage 1 (of 5) report relating planning. Trees have been identified and their condition and quality assessed, leading to a Tree Constraints Plan, drawing No. DS28051401.02
- 56No. individual specimens and 10No. groups of trees have been assessed.
- There are 6No. 'A' grade trees whose condition and value merit retention. 30No. specimens including some groups have been assessed as 'B' grade trees which also merit retention if possible.
- The remaining trees are 'C' and 'U' grade whose collective value may justify retention, although

their condition and useful life expectancy are limited.

- An Arboricultural Impact Assessment, dated 6th January 2015, considers the significance of the trees, the constraints they pose to development and work required to the trees for reasons of sound arboricultural management.

- According to the AIA, all of the 'A' grade trees can be retained and safeguarded during the development. 21No. 'B' grade trees will be retained and 9No. removed to facilitate the development. 15No. 'C' grade trees can be retained, with the loss of 7No. specimens / groups. Some tree surgery and special protective measures have been identified in order to safeguard retained trees.

- By way of mitigation, the report notes (section 7) that 'extensive new planting is proposed across the site' as part of a comprehensive landscape masterplan by Lizard Landscape

- In Appendix 2, the report provides an Arboricultural Method Statement for Tree Protection during Development. The statement ensures that supervision by the Arboricultural Consultant will take place at key stages of development.

- The appendix includes an Arboricultural Impact Plan and Tree Protection Plan.

- The Design & Access Statement explains the evolution of the site development and layout. Section 6.0 describes the landscape strategy which seeks to complement the design strategy for the buildings and maximise the potential of the external spaces, by creating areas which are both functional and attractive .

- Importance is attached to the existing planted boundaries, which will be re-inforced with new / replacement planting in mitigation for those trees which cannot be retained.

- The soft landscape will include the use of native planting (trees, hedges, meadows) and ornamental species, while the hard landscape materials and furniture will provide the required spaces for outdoor play and relaxation.

- Document ref. PL118, Landscape Strategy, by Lizard Landscape Design provides further insight into the design concepts and indicative species lists. (Some refinement of the proposed species may be required as the scheme progresses). The landscape strategy is well illustrated, with annotations, on drawing ref. LLD778/01 Rev 07. - This drawing indicates the planting of approximately 100No. specimen trees, together with other 'structure' planting (hedges and shrubs).

- Document PL114, Flood Risk assessment, notes (3.8) that a green roof is proposed to a portion of the Sports Hall Building. The writer confirms that this feature will provide several positive outcomes including, hydraulic, biodiversity and amenity / educational benefits.

- 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 COM6, COM7, COM8, COM9 (parts 1,2,3,4,5, and 6) and COM10.

SUSTAINABILITY OFFICER

The report is adequate for this stage however there is still a lot more information necessary:

1 - The type and location of the air source heat pumps and a commentary on their potential noise impacts next to classrooms.

2 - The type and location of PVs and who is going to collect any feed in tariff

A condition will therefore be required to address these issues:

Condition: Prior to the commencement of development full details of the low and zero carbon

technology outlined in the Energy & Sustainability Statement (December 2014) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- 1 - The type and location of the air source heat pumps and an assessment on the noise emissions in relation to the adjacent and adjoining educational facilities.
- 2 - The type, quantity and location of photovoltaic panels and how feed in tariffs will be managed
- 3 - The maintenance arrangements for all low and zero carbon technology

The development must proceed in accordance with the approved details.

Reason: To ensure the development contributes to a reduction in carbon emission in accordance with Policy 5.2 of the London Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is an established educational facility which falls within the developed area as designated in the Hillingdon Local Plan. It does not fall in or adjacent to the Green Belt and does not comprise land designated as public open space. It has no other specific designations. Accordingly, the key issues pertaining to the principle of development relates to education and impact on the playing fields.

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

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

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

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

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

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

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is

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

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

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

It is noted that the GLA's comments queried the need for the educational facility, however the Council's Education Team have provided a strong justification in terms of the future demand for the development. It is also noted that the NPPF and ministerial statement are strongly supportive of all educational provision, it is not considered that it is necessary to establish a need for educational development under the current policy context. To the contrary the context is quite clear that all enhancements to educational provision are supported.

The proposal is considered to fully comply with this strong local, regional and national policy support for new, enhanced and expanded educational facilities. However, notwithstanding this, it should be noted that the proposed development would result in a small loss of playing field. Despite there being no proposed loss in the number or size of pitches to be provided and significant improvements which would be made to the quality of sports provision at the site Sport England have nevertheless raised objections to the application.

The Ministerial Statement is clearly an important material planning consideration. Given Sport England's objection it is necessary to understand the 'weighting' that should be given to this as a material planning consideration. Officers have undertaken a search of recent appeal decisions concerning new education developments that affect either playing fields or open space to understand how Planning Inspectors have interpreted the Ministerial Statement.

A search of a national appeals database identified 3 recent appeal cases where loss of open space or playing field was involved.

Where the schemes are of direct relevance is that in each case the decision maker had, in effect, to decide whether a clear education need outweighed other strong material planning considerations. All 3 appeals (namely the appeal by Chapel Street Community Schools Trust for a free school on open space in Oxfordshire, a new free secondary school by 'Great Schools for all Children' in Warrington on public open space involving the loss of a sports pitch and Poulton Church of England Primary and Nursery School's planning application in Poulton-Le-Flyde Lancashire which proposed modular buildings on urban open space) were allowed and significant weight was given by the appeal inspector to the education need in every case.

In the Warrington case (which is a 2014 case and therefore was based on the NPFF, Ministerial statement and most up to date national Planning Policies) the Council in refusing the planning application stated:

"The playing fields offer significant benefits to the local community due to the sports pitches available and their accessibility and close proximity to residents, community groups and schools."

Sport England did not object subject to,

"Conditions regarding the submission, agreement and implementation of a sports development plan and community use agreement, the details and specifications of the sports hall, changing rooms and artificial grass pitch and a scheme for the improvement of the remaining playing fields are required to ensure that there is sufficient benefit to the development of sport, suitable arrangements for community access and that the loss of the existing playing fields on the site is effectively mitigated."

It should be noted that Sport England therefore appear to have been satisfied that conditions could be used to address potential policy conflicts.

The Inspector in allowing the appeal stated;

"There are differing views as to the potential effects on existing schools and the justification for the proposed school in terms of the need to raise educational standards. What is clear however is that the proposal will create an additional school, increasing the number of school places available and creating greater choice and diversity for secondary education in the area. In the context of the Framework and the Ministerial Policy Statement, this constitutes a significant benefit that carries substantial weight."

It should be noted that the appeal was then called in by the Secretary of State who then confirmed that he agreed with the Inspector's original decision letter.

In the Poulton Church of England Primary and Nursery School case the Planning Inspector cites the text in the Ministerial statement which says that the development of state-funded schools is in the 'national interest' and that planning decision makers should support that objective, in a manner consistent with their statutory obligations. The Planning Inspector then openly criticises the Local Planning Authority in his decision letter for not giving sufficient consideration to the Ministerial Statement.

What these recent appeal cases show is that decision makers are expected to place substantial weighting on the Ministerial Statement and that it is a very important material planning consideration. As such officers consider that the educational need argument outlined by the applicant with respect to Northwood School should be given substantial weighting as a material planning consideration.

With specific regard to the loss of playing field, policies R4 and R5 of the Local Plan part 2 seek to resist their loss "unless adequate, accessible, alternative facilities are available."

Part B of London Plan policy 3.19 states:

"Development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted."

It goes on to confirm that "wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. The provision of floodlighting should be supported in areas where there is an identified need for sports facilities to increase sports participation opportunities, unless the floodlighting gives rise to demonstrable harm to local community or biodiversity."

Sport England's Playing Field Policy - A Sporting Future for the Playing Fields of England, confirms that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, unless one of five exceptions applies. Exceptions E4 and E5, quoted below, are considered to be most relevant to this application:

"E4 The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development."

"E5 The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport so as to outweigh the detriment caused by the loss of the playing field or playing fields."

Paragraph 74 of the NPPF reiterates the objectives set out in Sport England's Policy Statement. It confirms that sports and recreational buildings and land, including playing fields, should not be built on unless (amongst other criteria) "the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location."

The applicant's Planning Statement seeks to justify the development against the relevant policy criteria by demonstrating that there would in fact be only a negligible loss in quantity and a marked improvement in quality of sports facilities to be provided at the site.

In terms of quantity, the applicant asserts that Sport England fail to distinguish between usable and non-usable parts of the playing field. It is acknowledged that the awkward shape and sloping nature of parts of the playing field, in addition to the presence of trees, renders parts of the playing field of limited value to sport and officers agree with applicant's view on this.

The applicant goes on to argue that due to the site's sloping nature and poor drainage large areas of the playing field are frequently waterlogged. It is particularly noted that the football pitch in the lower part of the site is unusable for much of the year. Officers noted on visiting the shortly after the submission of this application in December, that parts of the playing field were indeed very waterlogged. To this end the applicant argues that the amount of existing actual usable space in summer is approximately 2.78 hectares but that in winter this reduces to just 2.38 hectares. Allowing for the improvements which would be made to drainage and levels, the proposed scheme would allow for 2.38 hectares of level, well drained sports space, including the all weather pitch and MUGA. Accordingly, the loss in actual usable playing field is, in reality, small.

It is also noted that the site currently accommodates one undersized rugby pitch and two football pitches, one of which is not level enough for competitive games and the other of which is regularly waterlogged. By comparison, the proposed scheme includes the provision three pitches (one grass pitch for rugby, one grass pitch for football and one

artificial pitch for football and hockey) all of which would comply with Sport England pitch size standards as set out in their document 'Comparative Sizes of Sports Pitches and Courts.' It would also provide a MUGA which would allow for year round tennis, netball, basketball and mini-soccer. These pitches would all be level and well drained due to the improvements proposed. Accordingly, despite the loss in actual grass playing field, the proposed scheme allows for a much more efficient and effective layout in terms of actual sports provision.

It is considered therefore that the replacement sports facilities would be at least comparable, and arguably an improvement, in terms of actual usable space and pitch sizes in terms of quantity.

In terms of quality, the proposal would provide two full sized, level and well drained grass pitches. It would also provide an all weather pitch and MUGA which would allow for year round sports provision. The three pitches and the MUGA could all be used simultaneously and offer at least the same level of sports provision as the existing grass pitches. Of note is also the proposed provision of a new sports hall which will provide a modern facility, built to current up to date standards, with direct access to the all weather pitch and MUGA. Its location also notably lends itself to community use as it enables the remainder of the school to remain secure whilst out of hours sports facilities take place. Accordingly, it is considered that there would be a marked improvement in the quality of sports provision to be provided, in accordance with current policy requirements.

It is noted that in their comments Sport England suggest that the provision of floodlighting and a higher specification surface should be considered. Policy requires replacement facilities to be of equal or better provision. It is considered that the proposals achieve this and, as such, it would be unreasonable to insist on such measures.

Furthermore, significant concern is raised over the potential impact the provision of floodlighting could have on residential amenity. London Plan policy also confirms that floodlighting should only be considered if it does not give harm to residential amenity or biodiversity.

In terms of the pitch surface, it must be acknowledged that the main user of the facility will be a school and not a professional sports club. Therefore, a surface which provides the most flexibility of use for a range of sports is required (it is understood the school wish to use the facility for both football and hockey) in order to allow them to meet their curriculum requirements. The proposed 3G surface offers this flexibility. It is difficult to see how the provision of a surface which lacks this flexibility and would be specific to a particular sport would benefit the sporting use of this site. Notably a very high quality indoor sports facility has been provided at Uxbridge High School but it is understood that the use of that facility by the school is in reality limited as it can be used for football only and not for a range of sports. In that instance the facility is also used by a professional football club (Brentford FC) and so has other benefits, but this is not the case at Northwood. Therefore, a facility which offers the most flexibility possible is required.

The applicant argues that the proposed scheme fully complies with current planning policy, including Sport England's own guidance, relating to the loss of playing fields in that the playing field would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. This complies with Sport England's policy Exception E4. It is considered that, when taking into account the improvements to the quality of facilities to be provided that it could also be argued to comply with Sport England policy Exception E5 in

that the provision would be of sufficient benefit to the development of sport so as to outweigh the detriment caused by the loss of the playing field or playing fields.

Whilst every application must be assessed on its own merits, of note is also Sport England's approach to past applications. The applicant has provided a list of school sites within Hillingdon, albeit that they relate to primary rather than secondary provision, where Sport England have raised no objection to the provision of MUGAs on playing fields. It is difficult to argue that this doesn't set at least some form of precedent.

Taking everything into consideration, including current planning policy wording at local, regional and national level, the applicant's and Sport England's arguments, it is very difficult to see how Sport England's objection could be upheld in this instance. The applicant has put forward a strong, well reasoned justification for the proposal and demonstrated that there would be no loss in overall sports provision in terms of quantity (arguably there would be an increase due to the improvements proposed) and a marked improvement in quality. Accordingly, it is considered that the proposals do comply with current planning policy and that refusal on these grounds could not be justified.

Notably, in their detailed comments, the GLA also share this view stating:

"GLA officers are aware that Sport England has objected to the proposal due to the loss of playing field stating that the loss of playing fields would be 0.6ha, and disagrees that the increase in quality would justify the loss of playing fields. Whilst the proposals would result in a loss of playing fields, the quality of the replacement sports pitches would be high and, in reality, would result in a minor loss of usable playing fields. Officers welcome the increase in the quality of the sports pitches and the provision of the MUGA."

In their conclusion the GLA go on to confirm that "the loss of playing field is, on balance, considered to be acceptable."

In view of the above, Sport England were further challenged on their comments. However, they maintain that "there is a loss of playing field both in quantum and in usable area, and that the same range and type of sports cannot be accommodated simultaneously on this site under the proposed scheme." They go on to confirm that the proposals do not comply with policy because there is no "like for like" replacement.

Conclusion:

The proposal is considered to fully comply with current planning policy which seeks to support the improvement, enhancement and expansion of existing school sites. Notwithstanding Sport England's objection, the proposal is also considered to comply with current policy which allows the loss of existing playing fields, providing the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality. Even if it could be argued that a loss in quantity of sports provision would occur, it is considered that this would be so negligible that it would not amount to such exceptional circumstances that it would outweigh the educational need for the development. It is also considered that Sport England fail to take fully into account the improvements to the quality of sports provision which would be provided across the site, contrary to their own policy requirements.

On the basis of the above, the proposal is considered to comply with current local, London Plan and national policies relating to educational provision and sports facilities and no

objections are raised to the principle of the development, subject to the proposals meeting site specific criteria.

7.02 Density of the proposed development

The application proposes the erection of a new 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

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

7.04 Airport safeguarding

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

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of this site.

7.07 Impact on the character & appearance of the area

The application site lies on the edge of Northwood Hills town centre but falls within a predominantly residential area. The area surrounding Northwood Hills Circus and extending to Joel Street, including the corners of Pinner Road, towards the south west of the application site, are predominantly commercial in character and characterised by three-storey terraced blocks with retail units at ground floor level. To the north, along Potter Street, and extending towards the east along Pinner Road, the area becomes much more residential in character, predominantly characterised by two-storey detached and semi-detached houses. The three-storey UTC building, which now occupies a part of the former Northwood School site, is of a more functional and utilitarian design than surrounding development, reflective of its engineering specialism, and represents one of the largest buildings in the locality.

The proposed new school building would sit in front (south) of the UTC and its three-storey height would reflect that of the UTC behind and the more urban area centred around Northwood Hills Circus. The relocation of the building from the north to the south of the site would also increase its civic presence and in this location it would, in reality, be viewed more in context with the adjoining commercial centre than as a large isolated building within a solely residential area.

Its location and orientation towards Pinner Road would also create an active and more lively street frontage appropriate to its location along a main road. The main entrance would be well defined and the building would be well articulated through the use of a range of materials and landscaping to help break up its mass.

The proposed sports hall would be set back behind the car park and would be seen as subordinate to the main school building. The car park, whilst sizeable, and the all weather pitch beyond would be well screened from Pinner Road by existing and proposed landscaping, including an established and mature hedgeline.

Along Potter Street, the side elevation of the building would be seen in context with the UTC and Northwood Hills Town Centre. The existing school buildings would be demolished and the accesses removed, and these would be replaced by playing fields, providing a more open aspect as the site moves northwards into a more residential area.

The layout of the development and the orientation, height, scale and mass of the buildings

is considered to be appropriate to its setting in the street scene, and it is not considered that the development would have any significant detrimental impact on the character or appearance of the surrounding area in this instance.

7.08 Impact on neighbours

The nearest residential properties in Potter Street, to the west of the application site, would be located just over 51m away from the nearest part of the proposed main school building. Residential properties on the opposite side of Pinner Road would be located approximately 50m away. To the east, the proposed sports hall building would be located closer to residential properties than the main school building. The nearest property in Pinner Road, would be located approximately 94m away from the nearest part of the sports hall and properties in Alandale Drive would be located over 110m away.

Concerns have been raised by residents over loss of privacy, loss of light and loss of outlook and it is acknowledged that habitable room windows face the site from both adjoining and opposite properties along Pinner Road. However, notwithstanding this, the Council's Supplementary Planning Document on Residential Layouts states that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a minimum distance of 21m should be retained in order to ensure there is no unacceptable overlooking. These guidelines are far exceeded and given the distances between the proposed buildings and adjoining properties, in addition to existing and proposed boundary screening, it is not considered that refusal could be justified on these grounds.

It is noted that roof terraces are proposed on the main school building at second floor level. One would be located at the north west end of the building and accessed via a geography classroom and staff humanities work room. The second would be located at the north east corner of the building and would be accessed via an art room and circulation space. Whilst, given the distance from the nearest properties and their orientation towards the back of the building, it is not considered that these would result in any significant or increased overlooking to that which could occur from windows on the same elevations, it is acknowledged that there may be a perceived greater impact and, as such it is recommended that a condition is attached to require further details, including details of screening.

In terms of the proposed car park, this would be located approximately 27m from the nearest residential properties to the east. Given this distance combined with existing and proposed tree planting, which would provide screening, it is not considered that this would have an unacceptable impact on residential amenity.

Whilst tall fencing would be provided around the proposed all weather pitch and playing fields this would, be screened by existing and proposed tree planting and it is not considered that it would have any significant impact on residential amenity.

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 for the future staff and pupils.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is proposed demolish the existing Northwood School buildings and to redevelop the site

to provide a new and expanded school with associated facilities. A Transport Assessment has been submitted in support of the development.

Pupil numbers/capacity

It must be noted that the UTC, which accommodates land previously occupied by a Northwood School building, does not form part of this application. The UTC, which caters for up to 600 pupils and 63 staff, was granted planning permission in December 2013 (ref: 12850/APP/2013/1810). A Transport Assessment was submitted in support of that application and the proposed car parking provision and highway mitigation measures were accepted and approved at that time. They cannot now be reconsidered as part of this application, although the impact of that scheme on the local highway network and the parameters agreed at that time have informed part of the current Transport Assessment.

Northwood School is currently operating under capacity with approximately 391 pupils on roll and 100 staff. Nevertheless, it must be noted that it has a consented capacity for 900 pupils and planning permission would not be required for it to operate at this capacity within its existing buildings. This was clearly established and accepted in the approval of the UTC application in 2013.

The proposed new school would accommodate 1,080 pupils (including 180 sixth form students). Whilst this is significantly higher than the number of pupils currently on roll, this only represents an increase of 180 pupils over existing consented capacity. The new school would be served by 127 staff.

Car/bicycle parking and access

With regard to car parking, the existing school currently has one car park with 32 marked out parking spaces (including one disability standard space) and capacity for up to six cars to park informally. It also has a designated minibus bay. The car park is accessed via Potter Street and no provision for pupil drop-off and pick-up currently exists off-street.

It is proposed to provide a 108 space car park to the south of the site with access via Pinner Road. This would accommodate 85 staff car parking spaces (including five disability standard spaces) and a pupil drop-off/pick-up area with 18 spaces. As the majority of staff would arrive before and depart later than pupils there should be limited conflict between the different users of the car park. However, a car park management plan is required by way of condition to ensure the safe and efficient operation of the car park.

No reference is made to the provision of electric vehicle charging points in the submission. In accordance with London Plan requirements 20% (10% active and 10% passive) of spaces should be served by electric vehicle charging points. This is required by way of condition..

Notably, residents have raised significant concerns over the potential increase in on-street parking which could occur as a result of the application, consistently arguing that insufficient parking is proposed on site. It is noted that similar concerns were raised by residents at pre-application stage and that, in response to this, the applicant increased the level of parking proposed. Notwithstanding this, Transport for London and the GLA have questioned the level of parking proposed, inferring that it appears high.

Notwithstanding TfL's view on this matter, the Transport Assessment confirms that despite this level of parking the development could nevertheless lead to an over-spill parking demand of 22 spaces from staff. The Transport Assessment confirms that there is

sufficient capacity for medium to long-term parking demand from staff on surrounding roads but that there would be insufficient parking capacity within a five minute walking distance of the school for a short period of time during the peak pupil drop-off and pick-up times. On this basis, and given the local sentiment on the issue of parking, the proposed level of parking is considered to be acceptable. It is however acknowledged that even if space allowed a higher provision this would fail to encourage use of alternative modes of transport in accordance with the aim of current planning policies.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly.

Whilst it is acknowledged that surrounding roads become congested at peak pick-up and drop-off times, notably there is ample parking capacity within the wider surrounding area and a walk of more than 5 minutes is not considered unreasonable for the age of children who will be attending the school. The Travel Plan will assist in spreading the peak demand period and encouraging use of more sustainable modes of transport. Accordingly, subject to adoption of a robust Green Travel Plan, it is not considered that the proposed development would lead to such an increased demand for on-street parking that refusal could be justified.

In terms of cycle parking 122 spaces would be provided. Transport for London advise that this fails to comply with new standards within the Draft Alterations to the London Plan and that 161 spaces should be provided. Notably that document had not been adopted at the time of submission in December, having only been formally adopted on the 10th March 2015. Therefore, the reasonableness of this request is questionable. Nevertheless, a Travel Plan would be required by way of a S106 agreement should planning permission be granted, and it is considered that this mechanism should allow for the ongoing review and supply of additional spaces up to and above London Plan standards should demand dictate. Staff shower and changing facilities would be provided within the Sports Hall for those wishing to cycle to/from work.

In terms of the new access itself, whilst no objections are raised to it in principle, both the Council's Highway Engineers and TfL have requested the provision of a Stage 1 Safety Audit in order to demonstrate that it could operate safely. This has been provided and a number of recommendations made. The applicant has satisfactorily addressed the recommendations of the safety audit and, as such, this is considered to be acceptable.

Trip generation

In terms of trip generation, the current, consented and proposed pupil numbers are relevant in order to fully understand the true impact of the proposed development on the highway network. The relocation of the access from Potter Street to Pinner Road could also impact on the efficiency of the local road network, particularly with regard to queue lengths at the Northwood Hills Circus roundabout junction.

The Transport Assessment confirms that the Northwood Hills Circus roundabout junction is already operating at or close to capacity and some congestion already occurs as a result of this. Clearly if the school was operating at its currently consented capacity this would have an impact on the roundabout junctions and create queue lengths and congestion. Whilst this is of course highly undesirable the fact that planning permission would not be required for the school to operate at its consented capacity of 900 and that this capacity was accepted through previous consents must not be ignored when considering the traffic impact. The proposed development would result in an increase of 180 pupils and this would inevitably add to the existing problem. On this basis mitigation measures are

required. However, it is only considered reasonable to consider the additional pressure this development (ie, the increase of 180 pupils) would have on the road network.

In terms of mitigation measures only the provision of a travel plan is proposed. Whilst it is recognised that this could go some way towards reducing car trips and it is acknowledged that the increase in pupil numbers would be relatively small when considering currently consented numbers, due to the already known existing problems associated with the Northwood Hills Circus roundabout junction it is nevertheless considered that hard mitigation measures are likely to be necessary to truly address the impact of the development. As no measures have been proposed by the applicant at this stage, it is recommended that this should be subject to a S106 agreement requiring the applicant to undertake further studies into the impact of the development on the local highway network, once numbers at the school increase, and to implement and/or contribute towards the provision of appropriate mitigation measures if identified as necessary. Notably, the planning permission for the UTC was subject to the same requirements.

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

Contribution towards increased bus capacity

Whilst all surrounding roads fall under the jurisdiction of the London Borough of Hillingdon, Transport for London (TfL) have an interest in Pinner Road, which is designated as a London Distributor Road and is a main bus route. Accordingly, TfL are requesting a contribution of £375,000 towards the provision of one additional school day only return journey on the 282 bus route for a period of five years, to accommodate the additional demand the school would create.

Notably, for the UTC application TfL requested an identical sum but for improvements to the H13 bus route. This difference in bus route is likely to be reflective of the different catchment areas of the UTC and Northwood School but it is unclear why the sums requested are not proportionate to the impact of the development. The UTC increased overall pupil numbers at the site by 275 but this application only proposes an increase of 180.

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

Given that the Local Planning Authority has no control over the existing accommodation and number of pupils it could accommodate, and that it was demonstrated through the UTC application that the school has operated with a pupil roll of 1,225 within the past, it is considered that the baseline for assessment should be based on the existing school's maximum capacity of 900 and therefore TfL's request is difficult to justify.

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

"The quantification of the person trips generated from the existing site and their modal

distribution, or, where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses" (Department for Transport, Guidance on Transport Assessment, March 2007).

TfL are seeking funding for the increase from current pupil numbers of only 391. However the school's maximum capacity is 900. Whilst it would be appropriate to address the net gain of 180 pupils, it is extremely difficult (unreasonable) to justify seeking a contribution to mitigate the impacts from an increase of 391 to 1,080.

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

- (i) necessary to make the development in planning terms;
- (ii) directly related to the proposed development;
- (iii) fairly and reasonably related in scale and kind to the proposed development;

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

Although TfL have been challenged on their request on this basis, they have confirmed that their request remains, providing the following quote from their current 'Transport Assessment Best Practice Guidance' as justification:

"Where a site is vacant or partially vacant, the quantification of trips (and modal distribution) should be based upon the permitted uses. However, TfL will normally request sensitivity testing to gauge the impact of the development against the measured number of trips that the existing site is generating at the time of the application - in order to ensure that the transport impact of the development can be quantified relative to existing conditions"

This text in itself would seem to contradict itself and TfL have been challenged further on this basis. Their response will be reported in the Committee Addendum.

Service and delivery access

Service and delivery access would be provided via Potter Street. The provision of a separate access away from the main vehicular and pedestrian access is supported. A delivery and servicing plan would be required by way of condition should approval be granted to ensure this operated effectively.

Conclusion

Subject to the further consideration of appropriate mitigation measures to address junction capacity issues, which would be required by way of a S106 agreement should planning permission be granted, it is not considered that the proposal would have such a detrimental impact on the highway network or lead to such an increase in parking demand that refusal could be justified in this instance.

7.11 Urban design, access and security

- Urban Design

This issue has been addressed to some extent in part 7.07 of the report.

In urban design terms, the relocation of the school buildings from the northern part of the site to the south west corner is supported as this increases the civic presence of the

school, appropriate to its use and its location on the edge of a town centre.

The main building would be viewed in context with the more urban area of Northwood Hills Town Centre to the south, which comprises three-storey properties, and the three-storey UTC building to the north. As such, its scale, height, massing and design is considered to be appropriate.

The shape of the main school building, which although relatively simple, deviates slightly away from a regular box design to provide some articulation and visual interest. The sports hall, which would be seen as subordinate to the main school building, would be more functional and utilitarian in its design reflective of its use and typical of that used for many modern sports halls. The Design and Access confirms that the design seeks to reflect the three functional elements of the school, these being the entrance and central performance zone (comprising the school hall and drama studio), the learning zone (comprising the classrooms and main teaching space) and the sports hall.

The main entrance would be defined through the use of distinctive cladding and a projecting canopy, characterised by its coppery colouration, which would also wrap around the school hall. It also seeks to reflect the school's performing arts focus. It is considered that this helps to articulate the design by creating a focal point which clearly defines the main entrance to the school. The remainder of the facade, would be characterised by large areas of glazing and brise soleil supported by a colonised frame. The rear of the building would be predominantly clad in brick panels, broken up by glazing and lightweight cladding. This design approach is considered to be appropriate to the use and setting of the building, surrounded by a mix of land uses.

The sports hall would be finished in brick or render at lower level with aluminium cladding above, which would be broken up by high level fenestration. This is considered acceptable and ensures that the building is viewed as subordinate to the main school.

The GLA have suggested that further detail should be provided of the proposed covered canopy which would link the main school building with the sports hall. Further details of this and full details of proposed materials would be required by way of condition should approval be granted.

The GLA have also suggested that further information should be provided to confirm that the development would be designed in accordance with relevant government baseline school design guidance to ensure a high quality outcome. The applicant has provided a document to address this which confirms that the development would exceed minimum space and design requirements.

The size, scale, height and design of the proposed school is considered to be acceptable in this location and would be in keeping with the visual amenities of the surrounding area.

- 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 submitted Design and Access Statement confirms that level or ramped access will be provided throughout the proposed development. It is necessary to provide ramped access in some circumstances due to the change in levels across the site. Disabled WC facilities

will be provided and the development will fully comply with Part M of the Building Regulations and the requirements of BS8300. Two fire rated lifts would provide access to first and second floor level.

Notably, the Council's Access Officer has advised that a 'Changing Places' cubicle should be incorporated into the scheme, to serve those with complex care needs. The plans indicate that a hygiene room and a Medical Inspection (MI) room with sick bay would be provided. The applicant has advised that provision will be made for a future hoist to be installed within the hygiene room should the need arise. The room, which is located close to the nursery and reception classrooms, but also has access from the internal corridor, could be used by any member of staff in the school to assist a pupil with specific needs and the room will contain a shower with a low level screen, a height adjustable changing bench, a toilet and washing facilities. The MI room, which would also have a shower and WC, could also be used for this purpose.

It is considered that all the required facilities for the changing places criteria, can be or have been provided. Accordingly, this is considered to be acceptable in this instance.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

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 16 of the 58 trees within the site. Whilst all category A trees would be retained the trees to be removed include nine category B trees and seven category C trees. All retained trees would be subject to protection measures in accordance with BS 5837; 2012. Moreover, details of additional semi-mature tree planting and a detailed hard and soft landscaping scheme have been submitted. This indicates that whilst 16 trees would be removed extensive new planting is proposed across the whole site as part of a comprehensive landscape masterplan by Lizard Landscape.

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 the retention of the existing hedge and comprehensive landscaping around the building and on the site boundaries. The frontage would be primarily hard surfaced, using suitable materials and incorporating vertical bar 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 a green roof to the rooftop of the building 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 to acceptably mitigate against this while replacement trees are also proposed on 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.

An Ecological Appraisal Report has been provided in addition to a survey on likely bat presence. Following the recommendations of those reports a further bat survey was carried out. The reports conclude that there are no protected species on site which would be affected by the proposals.

Subject to conditions to secure the final details of the landscaping scheme it is considered that the proposal would accord with relevant Local Plan and London Plan policies.

In their comments the GLA suggest that careful consideration should be given to boundary treatments. Full details of these will be required by way of condition should approval be granted.

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

7.15 Sustainable waste management

The plans indicate that refuse storage facilities would be provided within the service yard to the rear of the proposed main school building and accessed via Potter Street. The proposed facilities are considered to be acceptable in this location and full details would be required by way of conditions should planning permission be granted. However, it should be noted that the school ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy and Sustainability Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures such as ensuring the buildings will be well insulated, use of high efficiency boilers, energy efficient lighting, natural ventilation, etc, photovoltaic panels and air source heat pumps would be provided to provide a portion of the site's energy needs through the use of a renewable energy.

These measures would achieve a 41% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements.

Whilst an amended Report has been submitted by the applicant in an attempt to address GLA comments relating to the proposed strategy, the Council's Sustainability Officer has advised that further details are nevertheless still required. However, notwithstanding this the applicant has demonstrated a clear commitment to meeting London Plan standards relating to carbon reduction and it is considered that the proposed measures could achieve this. Accordingly, the Council's Sustainability Officer has raised no objections subject to appropriate conditions.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone or critical drainage area. However, records indicate that surface water pooling occurs along the eastern part of the site and it is noted that the southern most playing pitch is frequently out of use due to waterlogging. A drainage ditch runs alongside the eastern boundary and residents' comments that this often floods into their gardens are also noted.

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 Flood Risk Assessment proposes to control surface water on site and reduce the run off from the site by half in compliance with the London Plan and Council Policies. A number of measures are proposed to control run-off from the site, including the provision of a green roof, a rainwater harvesting system, provision of permeable paving and swales.

The Flood Risk Assessment also acknowledges that the School has responsibility to maintain the parts of the drainage ditch falling into their ownership and this will be incorporated into a management and maintenance plan.

The Council's Flood and Water Management Specialist has confirmed that the proposals fully comply with pre-application advice and with London Plan and Council policies and has, as such, raised no objection, subject to a condition requiring detailed information. The Environment Agency have confirmed that they do not wish to comment on the application.

Notably, the GLA have advised that the development should achieve a green field run-off rate. However, although desirable, this is not a London Plan requirement. The Council is the lead flood authority and the Council's Flood and Water Management Specialist is satisfied that the applicant has maximised the measures to be incorporated within the site constraints. Accordingly, it is not considered that refusal could be justified on these grounds.

7.18 Noise or Air Quality Issues

Air quality

It is not considered that the proposed development would lead to such an increase in traffic over and above its existing consented use that it would have a significant impact on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections on these grounds.

Noise

This is an existing school site and, whilst the layout of the development would change, it is not considered that this would result in any significant increase in noise levels such that refusal could be justified.

Whilst the all weather pitch would arguably lead to an intensification of this part of the site, which was previous playing field, notably no floodlighting is proposed and, accordingly, its use would be regulated by daylight hours in any case. An informative is added to make the applicant aware that full planning permission would be required for floodlighting.

7.19 Comments on Public Consultations

The majority of concerns raised by residents have been addressed in the report.

Point (xiv) suggests that inadequate consultation has been carried out. The Local Planning Authority has consulted over 790 local residents and posted site and press notices. This is in line with statutory guidelines.

Point (xvi) 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.

Point (xix) raises concern that the proposal would give rise to anti-social behaviour. While the proposal would obviously introduce activity within the area there is no evidence to suggest that the new school would cause anti-social behaviour.

Point (xxx) refers to lights being left on. The energy statement includes measures to prevent this occurring 'occupancy lighting' will be used which will mean lights switch off when rooms are not in use.

The other concerns raised by residents are considered to be fully addressed within the body of the report.

7.20 Planning obligations

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

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

Notably, as the development is for educational use it would not necessitate a contribution towards the Mayoral or Hillingdon Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

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

Not applicable.

10. CONCLUSION

The proposed development is considered to fully comply with local, regional and national planning policies relating to the provision of new and/or enhanced educational facilities. Furthermore, despite Sport England's objection, the development would notably not result in the loss of any sports pitches and it is considered that the significant improvements proposed to the quality of indoor and outdoor sports provision across the site more than mitigates against any small loss in playing field which might occur, such that the proposal

also fully complies with current playing field policy. It is also considered that, on balance, the educational need for the development outweighs any impact the development might have on sports provision.

It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential units and it is not considered that the development would lead to such a significant increase in traffic and parking demand that refusal could be justified on highway grounds.

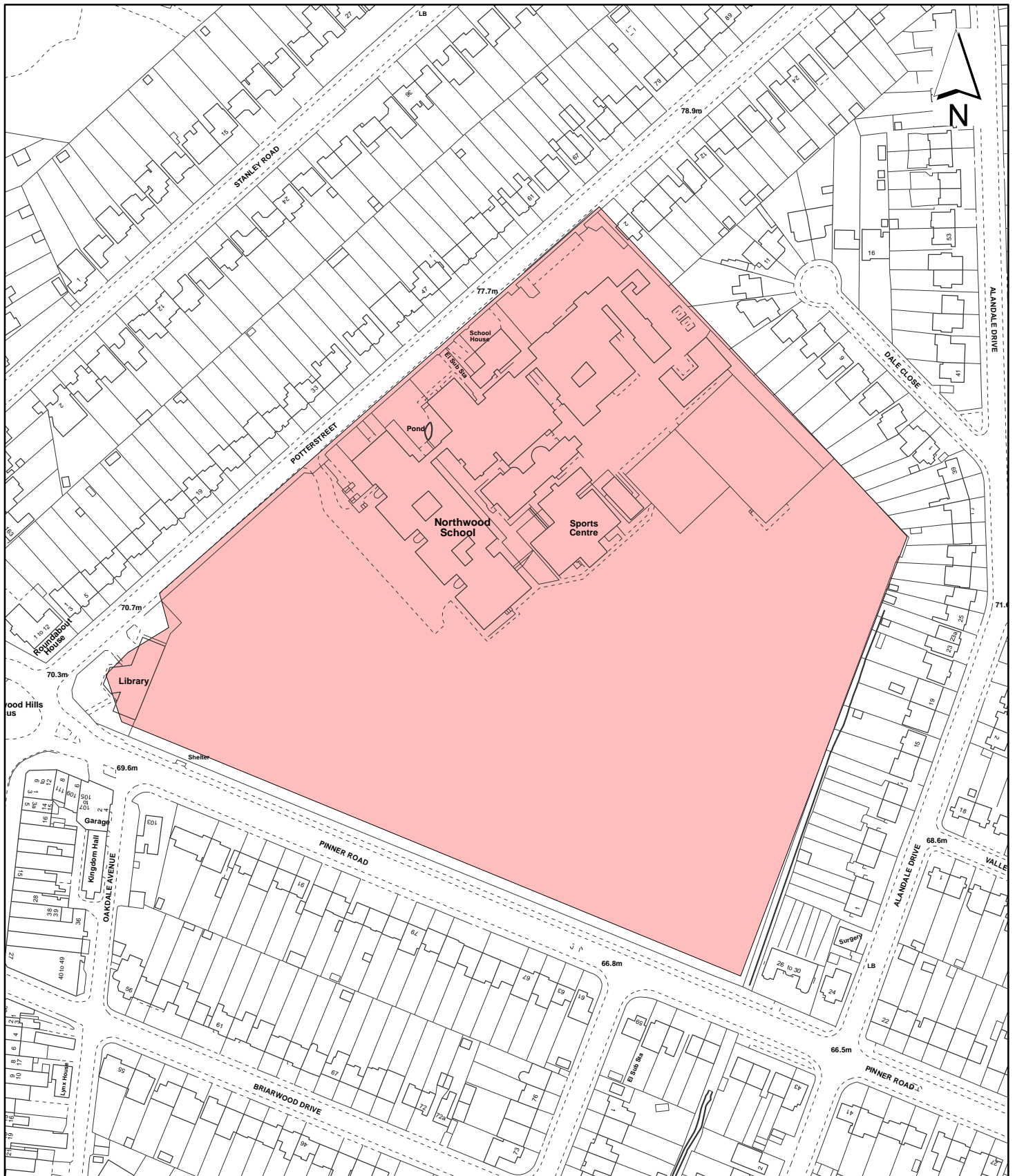
The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended, subject to referral of the scheme to the GLA and the Secretary of State.

11. Reference Documents


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

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Notes

 Site boundary

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Site Address

**Northwood School
 Potter Street
 Northwood**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:

12850/APP/2014/4492

Scale

1:2,200

Planning Committee

Major

Date

March 2015



HILLINGDON
 LONDON