

## Report of the Head of Planning, Sport and Green Spaces

**Address** LAND TO THE WEST OF LAUREL LANE WEST DRAYTON

**Development:** Variation of conditions 2 (approved plans), 3 (approved documents), 4 (materials) and 5 (landscaping) of planning permission ref: 70019/APP/2014/1807 (for the erection of a new 2 storey Junior School (5 forms of entry) to provide a 3 Forms of Entry Primary School with 630 pupil places and 90 nursery places with associated adjustments to play areas to reflect nursery and reception age groups requirements including addition of covered play canopies to nursery classrooms along with amendment to boundary treatment.

**LBH Ref Nos:** 70019/APP/2015/1340

**Drawing Nos:** A1863-102 Existing Site Service:  
01B Site Layout & Landscape Plan  
02A Detailed Shrub Planting Layout:  
200-03 Roof Plan Rev. J  
A1863-103.D Proposed Layout & Levels Sheet  
A1863-104.E Proposed Layout & Levels Sheet  
200-01GF Plan Rev.F  
200-02 FF Plan  
200-04 Elevations Rev.D  
Part 1 of Robert West (March 2015) Transport Assessment 3249\_004\_R0  
Parts 2 of Robert West (March 2015) Transport Assessment 3249\_004\_R0  
Appendices A-H  
Parts 3 of Robert West (March 2015) Transport Assessment 3249\_004\_R0  
Appendices I-O.

**Date Plans Received:** 13/04/2015                      **Date(s) of Amendment(s):**

**Date Application Valid:** 14/04/2015

### 1. SUMMARY

The application proposes a number of minor amendments to the previously approved drawings, documents and external materials for the development. It also seeks the approval of landscaping details by way of varying condition 5.

The amendments do not raise any material planning concerns and accordingly are recommended for approval.

### 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 Council enter into a deed of variation to the legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:**

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

**2. Study and Road Improvement Works:** A study to be undertaken at 50% occupation of the junior school. The studies to examine actual highway conditions at the junction of Laurel Lane with Harmondsworth Road, the full scope of work to be agreed by the Council. Within 6 months of the studies, the applicant is required to identify, agree and implement appropriate remediation measures (if any), which shall be first agreed with the Local Planning Authority. The studies and identified mitigation works shall be undertaken and funded by the developer.

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

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

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

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

**D. That, if the S106 agreement has not been finalised within 6 months, under the discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.**

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan numbers A1863-103.D Proposed Layout & Levels Sheet 1, A1863-104.E Proposed Layout & Levels Sheet 2, 200-01GF Plan Rev.F, 200-02, 200-03 FF Plan Rev.J, 200-04 Elevations Rev.D, PL006-B, PL009-C, PL010-C, PL011-A, PL012-C, PL0013-B and LLD692/01 Rev.07 and shall thereafter be retained/maintained for as long as the development remains in existence.

## REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (March 2015).

### **3 COM5 General compliance with supporting documentation**

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

- (1) PL115 Rev-B Energy Strategy Recommendations - Energy Strategy 23 May 2014
- (2) PL121 Rev-B Recommendations Habitat Survey Phase I 20 May 2014
- (3) PL122-C Recommendations Landscaping Strategy Report 18 July 2014
- (4) PL123 Rev-A Sound insulation measures Environment Noise Assessment 06 May 2014
- (5) PL124 Rev-A Protection of Retained Trees - Arboricultural Impact Assessment 23 May 2014
- (6) PL127 Rev-A Measures in the Ventilation & Air Extraction Statement 23 May 2014
- (7) PL128 Rev-A Recommended Lighting Cover Area - Lighting Assessment 27 May 2014
- (8) Mitigation Measures in the Air Quality Report by Air Quality Consultants J2026/2/F1
- (9) Mitigation Strategy in Parts 1/ 2 & 3 of Robert West (March 2015) Transport Assessment 3249\_004\_R01, Appendices A-H and Appendices I-O.

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

## REASON

To ensure that the development complies with the objectives of Policies PT1.HE1, BE38, OE1, OE5, R10, R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and Chapters 6 and 7 of the London Plan (March 2015).

### **4 COM7 Materials**

Within 3 months from the date of this permission the details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing, thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

## REASON

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

### **5 COM9 Landscaping (car parking & refuse/cycle storage)**

The development hereby permitted shall not be occupied until the landscaping scheme has been provided in complete accordance with the details shown on the submitted plans number A1863-102 Existing Site Services, A1863-103C Proposed Layout & Levels Sheet 1, A1863-104D Proposed Layout & Levels Sheet 2, 01B Site Layout & Landscape Plan, 02A Detailed Shrub Planting Layouts and 200-03 Roof Plan Rev. J, unless otherwise agreed in writing by the Local Planning Authority. Thereafter the Landscaping scheme shall be maintained in full accordance with the approved details and managed in accordance with the approved details for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

## 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 (March 2015)

### **6 COM8 Tree Protection**

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

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

## REASON

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

### **7 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

## REASON

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

## **8 NONSC Bird Management Plan**

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

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

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

### **REASON**

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

## **9 NONSC Energy Strategy**

The development hereby permitted shall not be occupied until the energy strategy incorporating 200m<sup>2</sup> of photovoltaic panels at roof level and the recommended Combined Heat and Power (CHP) facility have been constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter the CHP and photovoltaic panels shall be maintained in full accordance with the approved details and managed in accordance with the approved details for the life of the development.

### **REASON**

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2 (March 2015).

## **10 NONSC Air Quality 1**

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

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

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

### **REASON**

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (March 2015) Policy 7.14.

## **11 NONSC Air Quality 2**

Within 3 months from the date of this permission the details of any plant, machinery or fuel burnt, as part of the energy provision and the location of the flue for the development shall

be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and below the building emissions benchmark.

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

**REASON:**

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

**12 COM30 Contaminated Land**

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

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

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

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

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

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

**REASON**

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

**13 NONSC Imported Soils**

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

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

**REASON**

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

**14 COM29 No floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

**REASON**

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

**15 N11 Control of plant/machinery noise**

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

**REASON:** To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (March 2015) Policy 7.15.

**16 COM31 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (March 2015) Policies 7.1 and 7.3.

**17 NONSC Sustainable Urban Drainage**

Within 3 months from the date of this permission a detailed surface water drainage scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off and

surface water storage on site as outlined in the FRA and shall incorporate sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan.

Additionally it will:

- i. provide details of the surface water design and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan. The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will:
- iv. incorporate water saving measures and equipment
- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2015) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

#### **18            SUS6            Green Travel Plan**

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

#### REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (March 2015) Policies 6.1 and 6.3.

#### **19            NONSC            Non Standard Condition**

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



No traffic associated 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 08:15 and 09:15 and between the hours of 14:40 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 shall be controlled and monitored by a qualified banks man at all times.

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

#### REASON

To ensure the development provides an acceptable level of pedestrian and vehicular safety in accordance with Policies AM2 and AM7 of the Local Plan Part 2 and London Plan (March 2015) Policies 6.1 and 6.3.

#### **20 NONSC Highway Works**

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

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

#### REASON

To ensure that the highways impacts of the proposed development are appropriately mitigated and the development provides an acceptable level of pedestrian and vehicular safety in accordance with Policies AM2 and AM7 of the Local Plan Part 2 and London Plan (March 2015) Policies 6.1 and 6.3.

#### **21 NONSC Car Parking Management**

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

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

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

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

## REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (March 2015) Policies 6.1 and 6.3.

### **22 NONSC Delivery and Servicing Plan**

Within 3 months from the date of this permission the details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

## REASON

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

### **23 NONSC Non Standard Condition**

The MUGA hereby approved shall not be used between the hours of 21:00 and 08:00 Monday to Friday, before 10.00 or after 19:00 on Saturdays, before 10.00 or after 18:00 on Sundays, Bank Holidays and other Public Holidays.

## REASON

In the interests of residential amenity in accordance with policies BE19, OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## INFORMATIVES

### **1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

### **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

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

	neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

### **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            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.

### **5            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](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**6            I16            Directional Signage**

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

**7            I19            Sewerage Connections, Water Pollution etc.**

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

**8            I23            Works affecting the Public Highway - Vehicle Crossover**

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

**9            I24            Works affecting the Public Highway - General**

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

**10          I47            Damage to Verge - For Council Roads:**

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

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will

require to be made good to the satisfaction of the Council and at the applicant's expense.

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

## **11            I62                    Potential Bird Hazards from Buildings**

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

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

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

## **12**

With regard to conditions 4, 12 (partially only), 17 and 19, it is acknowledged that details have already been submitted to and approved by the Local Planning Authority in compliance with or amending the original consent (ref:70019/APP/2014/1807). You are advised that this consent does not override those approved details. However, providing those details are fully complied with then there is no requirement to resubmit them to the Local Planning Authority.

### **3.            CONSIDERATIONS**

#### **3.1        Site and Locality**

This application relates to a broadly triangular site with approximately 1.23 hectares, which was previously in use as public open space. The site is located adjacent to the east of Longmead Primary School, to the west of Laurel Lane and to the north of Rowan Road, West Drayton. The development site includes an area of land within the grounds of the existing Longmead Primary School, to the south-east of the school buildings. The site was mainly used by residents for recreational purposes but it has been fenced since the construction works commenced.

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

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

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

### **3.2 Proposed Scheme**

The current application is submitted under Section 73 of the Town and Country Planning Act (as amended) and seeks for minor material alterations to conditions 2, 3 & 4 to enable minor changes to the approved plans, and an amendment of condition 5 such as to approve the landscaping details.

There are a number of minor changes to the approved plans which are sought and whilst the details of the sought changes are fully scheduled on the proposed plans, the main alterations include:

#### Ground Floor Plan;

- Year 3 classrooms amended to become Reception classes (highlighted on plan as area 1) with associated increased toilet provision.
- Year 3 classrooms amended to become Nursery classes (highlighted on plan as area 2 & 5) with associated increased toilet provision and external canopy/ covered play area.
- ICT classroom amended to provide additional toilet provision to reception classes (highlighted on plan as area 3) and Resource Base.
- Admin/ Reception area amended to incorporate client changes, this does not affect the externals. (highlighted on plan as area 4)

#### Elevations;

- New nursery canopy/ covered play area added; railings to first floor terrace area amended; downpipes added; brise soleil amended to suit fabrication sizes; ventilation extract louvres added, flues added & kitchen extract added.

#### Site Plan

- Playgrounds to north of site amended to reflect the requirements for separate Nursery and separate Reception playgrounds. These are proposed with a rubber crumb safety surface and additional proposed fences to provide separation.
- Cycle store numbers and positions added.
- Fences types and positions amended to reflect Secured by Design and end user concerns
- Gate positions changed to suit separate schools being able to share facilities.
- Provision of a school plaza with a central sensory garden and pergola walkway alongside a slightly repositioned MUGA.

#### Landscape Plan

- Landscape proposals amended to enable the changes in the external works.

The requirements set out in condition 5 are also sought to be amended as the information supplied in this respect is sufficiently detailed to allow full considerations of the landscaping

scheme at this stage removing the need for consideration of further details.

### 3.3 Relevant Planning History

70019/APP/2014/1807 Land To The West Of Laurel Lane West Drayton

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

**Decision:** 06-08-2014 Approved

70019/APP/2014/4400 Land To The West Of Laurel Lane West Drayton

Non-material amendment (amendment to condition 19) of planning permission ref: 70019/APP/2014/1807 dated 06/08/14 (New 2 storey Junior School (5 forms of entry) including new vehicular and pedestrian accesses, alterations to an existing footpath, creation of pick-up/drop-off area, associated car parking, landscaping, playground, provision of a Multi-Use Games Area (MUGA) and ancillary development) to allow more flexible delivery times during construction

**Decision:** 12-01-2015 Approved

#### Comment on Relevant Planning History

The most relevant applications to this scheme are summarised above.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- EC2 Nature conservation considerations and ecological assessments
- EC5 Retention of ecological features and creation of new habitats
- BE13 New development must harmonise with the existing street scene.

- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- R4 Proposals that would involve the loss of recreational open space
- R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
  - (i) Dial-a-ride and mobility bus services
  - (ii) Shopmobility schemes
  - (iii) Convenient parking spaces
  - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- Not applicable

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Some 820 neighbouring households, amenity groups, and local businesses were notified of the proposal on 20th April 2015 with the consultation period ending on 11th May 2015. So far two letters have been received objecting to the proposals whilst one letter was received commenting on the proposals.

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

- (i) The proposal involves the loss of Green Belt land



- (ii) Inappropriate external materials have detrimental impact on the character and appearance of the area
- (iii) Noise
- (iv) Traffic impacts and parking, insufficient car spaces within the drop off/ pick up facility, including concerns with the impacts of the proposed school in combination with the impacts of the existing school
- (v) Proposals will go ahead regardless of objections
- (vi) Impacts from construction works

(Officer comments: Although the site was previously in use as open publicly accessible land the site was never designated as Green Belt Land and therefore the loss of Green Belt land is not a material planning consideration in the determination of this application. Issues ii, iii and iv are material planning considerations that are addressed in the main sections of this report. The impacts from construction works are unfortunate but unavoidable in the circumstances where a new educational establishment needs to be constructed and are not a material consideration.

### **Internal Consultees**

#### **TREES & LANDSCAPE OFFICER**

The legend on McAdam Design's drawing No. 103 Rev D and 104 Rev E, Proposed Layout & Levels Sheets 1 and 2, dated 08/04/2015, do not describe the detail of recent amendments to the plan. However, annotated boxes on the plan indicate that the edge of the nursery play area, in the south-east corner of the site, has been modified to show the curvilinear retaining walls around the edge of the safety surfacing. These are required to retain the levels of the adjacent soft landscape and root protection areas of trees. The walls will vary in height between 200-900mm above the level of the play area.

Elsewhere, mini embankments, no steeper than 1:3 are to accommodate the changes in levels across the site.

McIlwaine drawing No. 01B, Detailed Planting Plan, dated April 2015, provides an amended planting plan, with schedules and a brief specification of work. Further details are provided on drawing No. 02A.

No objection to the amended drawings.

#### **HIGHWAYS ENGINEER**

Robert West Consultants have submitted a revised Technical assessments dated March 2015, demonstrating the similarity between impacts of the current proposal to those of the recently consented, 5 Form Entry Junior School (600 places) on the site - planning application 70019/APP/2014/1807.

The revised assessment has updated consideration of on-street car parking demands and the operation of the Laurel Lane / Harmondsworth Road junction to allow for changes in numbers of pupils, staff and on-street car park capacity (allowing for Laurel Lane traffic management scheme).

Highways advise as follows:

The site has poor public transport accessibility - (PTAL 1b). It is served by Route U3 which runs along Laurel Lane and by Route 350 on Harmondsworth Road, both scheduled at 10-13 minute intervals.

The proposals are forecast to generate approximately 180 vehicular trips in the morning (school start) and afternoon (finishing) times. This is approximately 10% greater than the consented Junior school. The traffic modelling for existing conditions at the junction of Laurel Lane / Harmondsworth Road needs improvement. Prior to the school being fully occupied, this junction will operate at capacity. At

full occupancy, the junction will be operating over-capacity and will require mitigation measures to reduce traffic congestion and delays.

The proposals include a 32 space staff car park. This will accommodate approximately half of the full demand for staff parking and it is envisaged that approximately 27 staff cars would be parked on-street.

The proposals include provision for a school pick-up / drop-off facility with 22 parking spaces. This will partially contribute towards reducing on-street parking stress that would otherwise occur when the school is fully occupied. However, because the demand for pick-up/drop-off parking is forecast to exceed capacity, a management plan will be required to maintain safe and efficient operating conditions. The excess demand for car parking generated by parents and staff will be accommodated on-street, using the available capacity on local roads within a short walking distance of the site.

Vehicular swept paths for delivery and refuse collection vehicles have been provided. These show that the pick-up / drop-off car park bays need to be unoccupied for the service vehicles to safely enter and leave the car park. A condition restricting servicing hours to outside the morning and afternoon school traffic peak periods is necessary.

#### Conclusions:

The proposed development will increase traffic congestion and parking stress on local roads in the vicinity of the site during the morning and afternoon periods corresponding with school start and finish times. These impacts will be marginally greater than forecast for the consented junior school.

#### Recommendation:

Staged monitoring of local traffic and parking conditions to support the development of highway mitigation scheme for the Laurel Lane / Harmondsworth Road junction and travel plan initiatives such as school bus service and car park management plan, through a s106 agreement.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

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

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

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

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

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

It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include

Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

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

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

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

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

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

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

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

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

## **7.02 Density of the proposed development**

The application is for the use of the site for educational purposes. Residential density is therefore not relevant to the consideration of this application.

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

The impacts of the development on the West Drayton Green Conservation Area, which is located 85 metres distance from the site, were considered in granting planning permission 70019/APP/2014/1807.

The proposed amendments are minor and would not significantly alter the appearance of the buildings within the conservation area. The proposals are considered acceptable in this respect.

The proposed amendments do not impact on any other heritage assets including Conservation Areas, Listed Buildings or Areas of Special Local Character.

#### **7.04 Airport safeguarding**

Defence Estates Safeguarding, BAA and NATS raised no safeguarding objections to the original proposal and the amendments proposed would not impact on airport safeguarding issues.

#### **7.05 Impact on the green belt**

The impacts of the development on the Green Belt, which is located 85 metres distance from the site, were considered in granting planning permission ref.70019/APP/2014/1807.

The proposed amendments do not impact on Green Belt.

#### **7.06 Environmental Impact**

The environmental impacts of the development were considered in granting planning permission 70019/APP/2014/1807. The proposed amendments do not impact on these issues and as such are acceptable in this respect.

#### **7.07 Impact on the character & appearance of the area**

Overall, the proposed alterations to the external appearance of the development are minor and will not alter its overall appearance within the surrounding area. However, it is considered that the alterations to the materials, including the alterations to the brise soleil, will serve to improve the appearance of the development overall.

#### **7.08 Impact on neighbours**

The proposed amendments are such that they would not impact on the amenity of neighbouring occupiers and, overall, the proposed development would not have an unreasonable adverse impacts on the amenity of nearby residential occupiers.

#### **7.09 Living conditions for future occupiers**

This consideration relates to the quality of residential accommodation and is not applicable to this type of development.

However, it is considered that the proposed school which has been designed to accord with the Disability Discrimination Act and Department for Education standards would provide an appropriate environment with adequate size for the future staff and students.

The development is considered to remain acceptable in this respect, and the alterations do not introduce any changes which would warrant refusal of the application.

#### **7.10 Traffic impact, car/cycle parking, pedestrian safety**

Traffic generation, car/cycle parking and safety issues were considered as part of the original approval. Traffic impacts, together with car and cycle parking demand will be

marginally greater than expected on the originally consented scheme but will remain largely unchanged by the amendments currently sought.

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

As such, the proposals are considered acceptable with respect to highways considerations and the amendments therefore raise no highways concerns.

#### **7.11 Urban design, access and security**

Issues of design and access are dealt with in the appropriate sections of the report.

The original scheme was considered adequate in terms of security, subject to a secure by design condition. The proposed amendments would not impact on the security of the development.

#### **7.12 Disabled access**

The original scheme was considered adequate in terms of disabled access, subject to appropriate conditions. The proposed amendments do not impact on these issues and as such are acceptable in this respect.

#### **7.13 Provision of affordable & special needs housing**

The application is for the use of the site for educational purposes. Affordable housing and special needs housing are therefore not relevant to the consideration of this application.

#### **7.14 Trees, Landscaping and Ecology**

The proposed amendments would have a limited impact on the previously agreed layout in terms of trees and landscaping. Annotated boxes on the plan indicate that the edge of the nursery play area, in the south-east corner of the site, has been modified to show the curvilinear retaining walls around the edge of the safety surfacing. These are required to retain the levels of the adjacent soft landscape and root protection areas of trees. The walls will vary in height between 200-900mm above the level of the play area. Elsewhere, mini embankments are to accommodate the changes in levels across the site.

Accordingly, no objections are raised to the amendments in respect of landscaping and the details provided with McIlwaine drawing No. 01B, Detailed Planting Plan, dated April 2015, provides an amended planting plan, with schedules and a brief specification of work with further details are provided on drawing No. 02A.

The Council's Landscape Architect advised that he is satisfied with the information provided and this is considered sufficient to satisfy the requirements of condition 5 of planning permission 70019/APP/2014/1807. As such, the condition is amended to a compliance condition.

#### **7.15 Sustainable waste management**

The level of storage remains the same as previously approved and the refuse store access would still be located appropriate in terms of access for collections. Accordingly, the amendments are considered acceptable in respect of waste management.

#### **7.16 Renewable energy / Sustainability**

The appropriateness of the development in terms of renewable energy and sustainability was considered in granting planning permission 70019/APP/2014/1807. The proposed amendments do not impact on these issues and as such are acceptable in these respects.

#### **7.17 Flooding or Drainage Issues**

The appropriateness of the development in terms of flooding and drainage was considered in granting planning permission 70019/APP/2014/1807. The proposed amendments do not impact on these issues and as such are acceptable in these respects.

#### **7.18 Noise or Air Quality Issues**

The appropriateness of the development in terms of noise and air quality was considered in granting planning permission 70019/APP/2014/1807. The proposed amendments do not impact on these issues and as such are acceptable in these respects.

#### **7.19 Comments on Public Consultations**

None.

#### **7.20 Planning Obligations**

A suite of planning obligations was secured under a Statement of Intent under application 70019/APP/2014/1807 comprising a monetary contribution totalling £5,000.00 towards tree planting and landscaping enhancements in the adjacent Closes Recreational Grounds. In addition, the Statement of Intent also included the applicant's commitment to further highway studies and highway improvements

Given that this is a Section 73 application a deed of variation is required to secure the provision of the aforementioned obligations to ensure the development would adequately mitigate its impact on local facilities.

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

#### **7.21 Expediency of enforcement action**

Not Applicable.

#### **7.22 Other Issues**

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**

None.

## **10. CONCLUSION**

The application proposed a number of minor amendments to the previously approved drawings and materials for the development and the amendment of a condition related to landscaping which is no longer required.

The amendments do not raise any material planning concerns and accordingly are recommended for approval.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

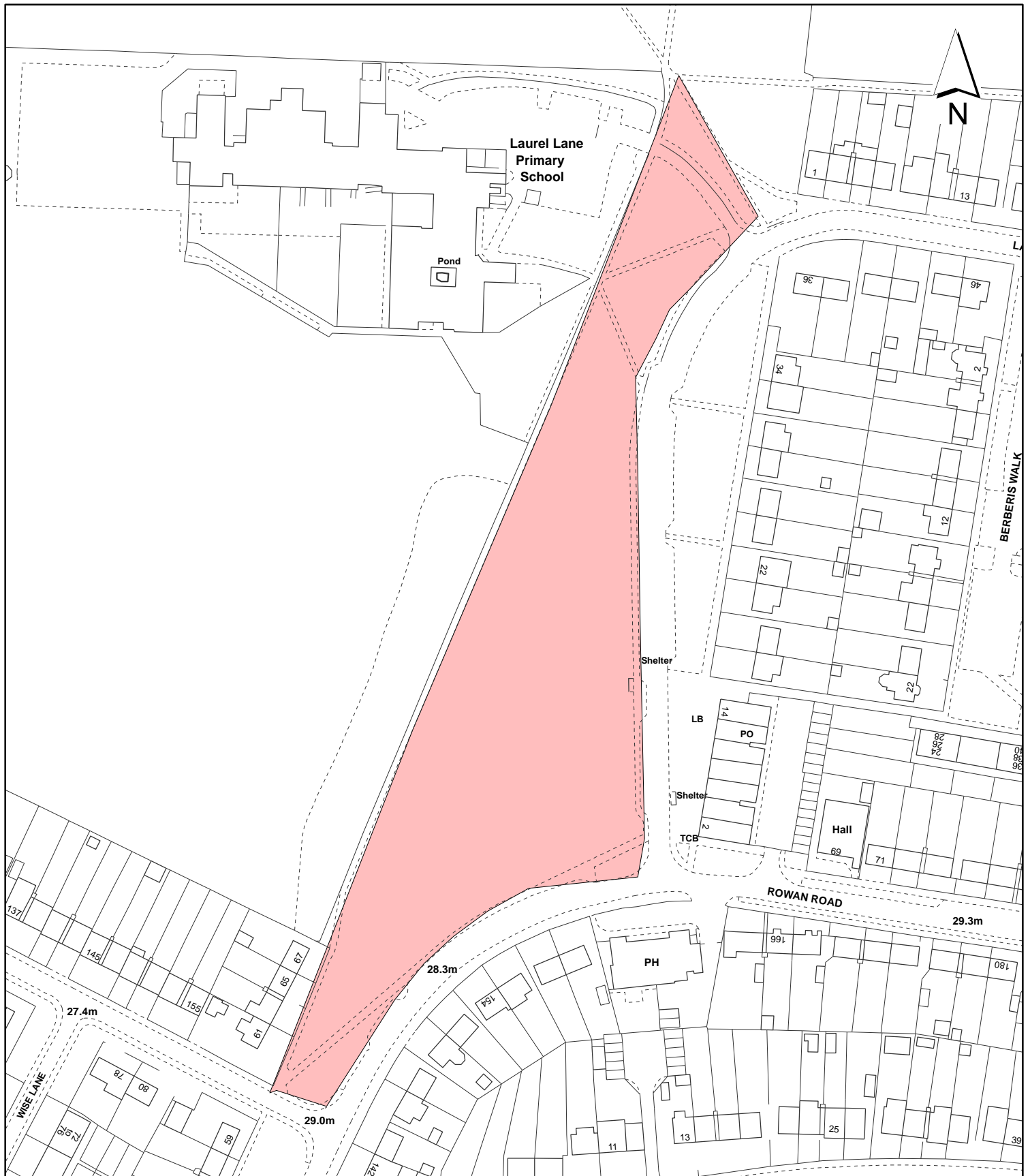
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2015)  
National Planning Policy Framework (March 2012)  
National Planning Practice Guidance  
Hillingdon Supplementary Planning Document: Accessible Hillingdon (May 2013)  
Hillingdon Supplementary Planning Document: Residential Layouts  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Noise  
Hillingdon Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Guidance - Land Contamination  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)

**Contact Officer:** Tiago Jorge

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

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Site Address:

**Land to the west of Laurel Lane  
 West Drayton**

Planning Application Ref:  
**70019/APP/2015/1340**

Planning Committee:  
**Major**

Scale:  
**1:1,500**

Date:  
**June 2015**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services  
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
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**HILLINGDON**  
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