

Report of the Head of Planning, Sport and Green Spaces

- Address** ABBOTSFIELD AND SWAKELEYS SCHOOL CLIFTON GARDENS
HILLINGDON
- Development:** Redevelopment of the Abbotsfield and Swakeleys School sites to provide two new three-storey secondary schools with detached sports halls and associated facilities including playgrounds, sports pitches, a Multi-Use Games Area (MUGA), car parking and pupil drop-off/pick-up areas; erection of a new two-storey Vocational Training Centre (VTC); creation of a new vehicular access via Sutton Court Road; landscaping; and ancillary development (including retention of an existing sports hall and maths block and demolition of all other existing school buildings). (ADDITIONAL INFORMATION INCLUDING UPDATED TRANSPORT ASSESSMENT AND REVISED PLANS)
- LBH Ref Nos:** 3505/APP/2015/3030
- Drawing Nos:** 2680-JW-004 Rev.P04 (Existing Site Sections)
Arboricultural Survey Report (Abbotsfield) prepared by Mott MacDonald dated July 2014
Arboricultural Survey Report (Swakeleys) prepared by Mott MacDonald dated July 2014
ALA253L02 Rev.PL2 (Swakeleys Illustrative Masterplan
ALA253L11 Rev.PL2 (Swakeleys Illustrative Masterplan Inset 1
ALA252L17 Rev.PL2 (Parent Drop-Off)
ALA252L14 Rev.PL2 (Whole Site Illustrative Landscape Masterplan
ALA252L12 Rev.PL4 (Abbotsfield Illustrative Masterplan Inset 1 of 2
ALA252L16 Rev.PL3 (Whole Site Circulation and Access)
ALA252L18 Rev.PL2 (Sports Pitch Provision Existing and Proposed)
Design and Access Statement Part 1 Revision A dated 16.09.15
Flood Risk and Outline Drainage Strategy Study v.2 prepared by Curtins dated 14/08/15
Drainage Calculations prepared by Micro Drainage dated 23/09/15
Energy Statement Rev.D prepared by Couch Perry Wilkes dated 19/10/15
Transport Assessment Rev.7.0 prepared by Curtins dated 20/11/15
Transport Assessment Technical Appendix 1 (Rev.7) prepared by Curtins dated 20/11/15
Transport Assessment Technical Appendix 2 (Rev.7) prepared by Curtins dated 20/11/15
Travel Plan Rev.7.0 prepared by Curtins dated 20/11/15
2680-JW-002 Rev.P02 (Existing Site Plan)
ALA252L13 Rev.PL4 (Abbotsfield Illustrative Masterplan Inset 2 of 2
2680-JW-006 Rev.P03 (Swakeleys Proposed Site Plan)
2680-JW-101 Rev.P02 (Abbotsfield Proposed First Floor Plan)
2680-JW-102 Rev.P02 (Abbotsfield Proposed Second Floor Plan)
2680-JW-106 Rev.P03 (Swakeleys Proposed Ground Floor Plan)
2680-JW-107 Rev.P02 (Swakeleys Proposed First Floor Plan)
2680-JW-108 Rev.P02 (Swakeleys Proposed Second Floor Plan)
2680-JW-109 Rev.P02 (Swakeleys Proposed Roof Plan)
2680-JW-110 Rev.P02 (VTC Ground Floor Plans)
2680-JW-111 Rev.P02 (VTC First Floor Plans)

2680-JW-112 Rev.P02 (VTC Roof Plan)
 2680-JW-212 Rev.P02 (Abbotsfield Enlarged Sports Hall Elevations)
 2680-JW-213 Rev.P02 (VTC Proposed Elevation)
 2680-JW-214 Rev.P02 (Swakeleys Main Building Enlarged Elevations)
 2680-JW-217 Rev.P02 (Facade Details)
 ALA252L12 Rev.PL0 (Site Location Plan - Existing OS Base)
 ALA252L19 Rev.PR0 (Whole Site Tree Retention and Removal Plan)
 Bat Survey Report prepared by ECUS dated July 2015
 Protected Species Survey Report prepared by ECUS dated July 2015
 Preliminary Ecological Appraisal (Abbotsfield) prepared by Mott MacDonald
 dated August 2014
 Agronomic Appraisal (Abbotsfield) prepared by TGMS dated 16/02/15
 Noise Assessment (Abbotsfield) prepared by Blue Tree Acoustics dated
 13/02/15
 Natural Light Performance report prepared by Bowmer & Kirkland dated
 25/06/15
 Preliminary Ecological Appraisal (Swakeleys) prepared by Mott MacDonald
 dated August 2014
 Planning Statement prepared by DPP Planning dated August 2015
 Agronomic Appraisal (Swakeleys) prepared by TGMS dated 16/02/15
 Noise Assessment (Swakeleys) prepared by Blue Tree Acoustics dated
 12/02/15
 Summary of Amendments to Proposals dated November 2015
 2680-JW-001 Rev.P05 (Site Location Plan)
 2680-JW-005 Rev.P04 (Abbotsfield School Proposed Site Plan)
 2680-JW-007 Rev.P04 (VTC Proposed Site Plan)
 2680-JW-100 Rev.P03 (Abbotsfield Proposed Ground Floor Plan)
 2680-JW-103 Rev.P03 (Abbotsfield Proposed Roof Plan)
 2680-JW-104 Rev.P03 (Abbotsfield Proposed Sports Hall Plan)
 2680-JW-105 Rev.P03 (Abbotsfield Proposed Sports Hall Roof Plan)
 2680-JW-200 Rev.P06 (Proposed Site Sections)
 2680-JW-211 Rev.P04 (Abbotsfield Enlarged Elevations)
 2680-JW-215 Rev.P04 (Swakeleys Sports Hall Enlarged Elevations)
 ALA252L02 Rev.PL4 (Abbotsfield Illustrative Masterplan)
 ALA252L15 Rev.PL2 (Whole Site Fencing & Secure Line Plan)
 2680-JW-003 Rev.P02 (Site Demolition Plan)

Date Plans Received:	11/08/2015	Date(s) of Amendment(s):	15/10/2015
Date Application Valid:	18/08/2015		11/08/2015

1. SUMMARY

This application seeks full planning permission for the redevelopment of Abbotsfield and Swakeleys Schools to provide two new expanded secondary schools with associated facilities and a new Vocational Training Centre.

Although independent of one another both schools share a large site in Hillingdon with the main vehicular access point being via Clifton Gardens. Abbotsfield is currently a boys only school and Swakeleys is a girls only school. The Innov8 Vocational Training Centre (VTC), which is run by the Council, is also located on site. The existing buildings are in a poor

state of repair and, as such, these proposals are being progressed as part of the Education Funding Agency's Priority Schools Building Programme.

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 in the borough have already expanded and two new primary schools opened in 2014 with a third in 2015. 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 start to 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, but in the longer term there will also be a need for additional places in central and southern parts of the borough.

Whilst Abbotsfield School is currently very under subscribed, following its redevelopment it will become co-educational. It is anticipated that this change, combined with the provision of a new modern school building and growing demand for places will increase the school's popularity. Swakeleys on the other hand is a popular school operating at close to capacity and this is expected to continue into the future. The re-building of the schools (financed predominantly through Central Government Priority School Programme but topped up by Council funding to ensure the best quality outcome) 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 inevitably impact on the openness and visual amenity of the Green Belt in this location, the applicant has demonstrated a case of very special circumstances sufficient to justify an exception to current policy, which seeks to protect such land from unacceptable development. Notably, the Greater London Authority (GLA) have confirmed that they accept the very special circumstances presented such that they have raised no objections on Green Belt grounds.

The existing school buildings are in need of modernisation and of extremely limited architectural merit. The proposed new buildings, although somewhat functional in their design, would nevertheless provide a modern, high quality teaching environment which would also aesthetically represent an improvement over the existing dated facilities.

Although strong opposition (to the initial location) has been received from residents to the siting of the proposed Abbotsfield building in relation to their properties, good separation

distances would nevertheless be provided between the buildings and the nearest dwellings. Furthermore, in a bid to help appease resident concerns the applicant submitted amended plans which moved the building an additional 10m away from the boundary and proposed additional tree screening here. The development fully complies with current planning policy relating to loss of outlook, overshadowing, prominence and loss of privacy such that refusal could not be justified on grounds of it resulting in an unacceptable impact on residential amenity.

The proposal is supported by a detailed Transport Assessment, which following much negotiation with the applicant, 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, subject to appropriate conditions and a S106 agreement to secure off-site mitigation measures, 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: The studies to examine the impacts of the development on the Long Lane/Uxbridge Road junction following occupation of the development, the full scope of work and frequency of the studies 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.

2. Design of new Sutton Court Road junction and associated road safety audit: Within three months of the date of this consent a detailed design of the proposed new junction to be created as a result of the new access to Abbotsfield School shall be submitted to and agreed in writing by the Local Planning Authority. The drawings shall be accompanied by appropriate road safety audits, the scope to be

first agreed by the Local Planning Authority. It shall be fully demonstrated how the recommendations of those audits have been taken on board and shall be accompanied by a scheme of implementation for the carrying out of any recommended mitigation measures.

3. Further traffic analysis: Prior to occupation of the development the scope of further traffic analysis, including development of highway safety measures (traffic calming / pedestrian crossings, speed reduction etc.) along Sutton Court Road, shall be submitted to and approved in writing by the Local Planning Authority. Consideration for introduction of appropriate parking and waiting restrictions to manage use of local roads must also be considered. The approved measures shall be implemented prior to occupation of the new schools.

4. Highways Mitigation and Pedestrian & Cyclist Improvement Works: Prior to occupation of the development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide full details of the mitigation and improvement works identified within the Transport Assessment (and appendices including the PERs Audit) and any other measures which may be required to include, but not be limited to, the installation of 20mph speed limits along Sutton Court Road and Clifton Gardens, and installation of crossing facilities where possible. This shall be accompanied by relevant road safety audits an updated stage 1 road safety audit and associated drawings to address.

5. 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 include regular review of cycle parking provision and a commitment to the installation of additional spaces should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.

6. TfL bus contribution: A contribution towards the provision of additional bus services, the final figure to be agreed through negotiation with TfL, and to include a contribution of £15,500 towards bus stop improvements along Long Lane, to be made in accordance with an agreed timetable.

7. 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 by 11/02/16, 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 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans listed below and it shall thereafter be retained/maintained for as long as the development remains in existence:

ALA252L12 Rev.PL0 (Site Location Plan - Existing OS Base)
ALA252L14 Rev.PL2 (Whole Site Illustrative Landscape Masterplan)
ALA252L02 Rev.PL4 (Abbotsfield Illustrative Masterplan)
ALA252L12 Rev.PL4 (Abbotsfield Illustrative Masterplan Inset 1 of 2)
ALA252L13 Rev.PL4 (Abbotsfield Illustrative Masterplan Inset 2 of 2)
ALA253L02 Rev.PL2 (Swakeleys Illustrative Masterplan)
ALA253L11 Rev.PL2 (Swakeleys Illustrative Masterplan Inset 1)
ALA252L15 Rev.PL2 (Whole Site Fencing & Secure Line Plan)
ALA252L16 Rev.PL3 (Whole Site Circulation and Access)
ALA252L17 Rev.PL2 (Parent Drop-Off)
ALA252L18 Rev.PL2 (Sports Pitch Provision Existing and Proposed)
ALA252L19 Rev.PR0 (Whole Site Tree Retention and Removal Plan)
2680-JW-001 Rev.P05 (Site Location Plan)
2680-JW-002 Rev.P02 (Existing Site Plan)
2680-JW-003 Rev.P02 (Site Demolition Plan)
2680-JW-004 Rev.P04 (Existing Site Sections)
2680-JW-005 Rev.P04 (Abbotsfield School Proposed Site Plan)
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2680-JW-213 Rev.P02 (VTC Proposed Elevation)

2680-JW-214 Rev.P02 (Swakeleys Main Building Enlarged Elevations)
2680-JW-215 Rev.P04 (Swakeleys Sports Hall Enlarged Elevations)
2680-JW-217 Rev.P02 (Facade Details)

REASON

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

3 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:

Arboricultural Survey Report (Abbotsfield) prepared by Mott MacDonald dated July 2014
Arboricultural Survey Report (Swakeleys) prepared by Mott MacDonald dated July 2014
Design and Access Statement Part 1 Revision A dated 16.09.15
Flood Risk and Outline Drainage Strategy Study v.2 prepared by Curtins dated 14/08/15
Energy Statement Rev.D prepared by Couch Perry Wilkes dated 19/10/15
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Preliminary Ecological Appraisal (Swakeleys) prepared by Mott MacDonald dated August 2014
Agronomic Appraisal (Swakeleys) prepared by TGMS dated 16/02/15
Noise Assessment (Swakeleys) prepared by Blue Tree Acoustics dated 12/02/15

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)

4 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 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) of any building proposed until details of all materials and external surfaces 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 work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

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

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

Within three 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

- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces will be served by electrical charging points (10% to be active and 10% to be passive)
- 2.e Hard Surfacing Materials
- 2.f External Lighting (excluding floodlighting)
- 2.g Other structures (such as play equipment and furniture)

- 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.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.

- 4. Schedule for Implementation

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

The landscaping plan shall include details to demonstrate how the proposed pathways and routes will be softened through the use of permeable surfacing materials and additional planting.

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 Green Belt and surrounding area 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 (2015).

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 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 COM15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. 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. 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 proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

10 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 (2015) Policies 7.1 and 7.3.

11 NONSC Emergency Evacuation Plan

Prior to construction of the building hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and AM16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.2.

12 NONSC PV details

Prior to commencement of above ground works a detailed roof plan showing the required number of PVs as set out in the outline energy strategy shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be accompanied by specifications of the panels, their pitch and orientation as well as a maintenance plan. The development must proceed in accordance with the approved details unless agreed in writing by the Local Planning Authority.

REASON

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2.

13 NONSC Noise from plant/machinery

Where external machinery/equipment or external openings are proposed, details of the siting and sound insulation of such works (for example, refrigeration and air conditioning, ventilation units, air intake louvres, ducting, chimneys, mechanical extraction and disposal of fumes, dust and grit) shall be submitted to and approved by the Local Planning Authority, implemented before the use hereby approved is commenced and thereafter permanently retained. The noise emitted from such equipment should be inaudible in the nearest residence and be in compliance with BS4142/BS 8233.

REASON

To ensure that the use does not detract from the amenities of local residents and to comply with policy OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

14 NONSC Sport England 1

Use of the development shall not commence until details of community use has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the pitches, MUGAs, sports halls, studio space, changing and parking and include details of pricing policy, hours of use, access by non-educational establishment, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

REASON

To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport in accordance with policy R4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 NONSC Sport England 2

The new playing field/s and pitch/es shall be constructed and laid out in accordance with the the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011) and Equivalent Quality Assessment of Natural Turf Playing Fields Briefing Note (Sport England, 2015) and shall be made available for use within 6 months of occupation of the development hereby permitted.

REASON

To ensure the quality of pitches is satisfactory and they are available for use in accordance with policy R4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 NONSC Thames Water condition

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community, in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

17 NONSC Car Park 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 for all car parks across the site; security measures; any parking management equipment such as barriers/cones, etc; and how this shall be reviewed on an ongoing basis to ensure spaces are allocated to those in greatest need of a parking space and sustainable travel is encouraged.

Thereafter the areas shall be maintained and managed in accordance with the approved details in perpetuity.

The car parks must be provided and made available for use 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 Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 6.1 and 6.3.

18 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, in consultation with TfL. This shall:

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods, with the aim of reducing the impact of residual freight activity;
- ii) ensure there is provision of adequate loading facilities;
- iii) ensure that the delivery space and time is actively controlled through a site booking plan;
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

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 Two Saved UDP Policies (November 2012) and Policy 6,14 of the London Plan (2015).

19 NONSC Construction Logistics Plan

Prior to the commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority in conjunction with TfL. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include;

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours),
- ii) booking systems,
- iii) construction phasing,
- iv) vehicular routes,
- v) scope for load consolidation in order to reduce the number of road trips generated,
- vi) measures to improve safety to vulnerable road users'
- vii) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),

The CLP would also need to take account of construction of other developments in the area.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6,14 of the London Plan (2015).

20 NONSC Pick-up/drop-off facilities

The development hereby permitted shall not be occupied until full details of the design and management of the proposed drop-off and pick-up areas have been submitted to, and approved in writing by, the Local Planning Authority.

The submitted details shall contain, but not be limited to, the hard and soft landscaping of the area, the lighting of the area, security measures and details of a scheme of management for the area, to include marshalling during peak school pick up and drop off hours.

Thereafter the areas shall be completed in full accordance with the approved details. They shall be completed and made available for use prior to occupation of the new school buildings and shall thereafter be permanently maintained and managed in accordance with the approved details for the life of the development.

REASON

To reduce the impacts of the development on the local highway network in accordance with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

21 NONSC Aracheological requirements

Prior to commencement of development an assessment, the nature and scope of which shall first be agreed by the Local Planning Authority in consultation with GLAAS, to identify the likely effects of the development on potential heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets, shall be submitted to and approved in writing by the Local Planning Authority. The recommendations of that assessment and any mitigation measures required shall thereafter be adhered to.

That assessment should include consideration of aerial photographic collections the carrying out of geophysical surveys.

REASON

To ensure the development safeguards any potential archaeological remains on the site and that any heritage assets found are appropriately recorded and conserved in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Automatic light switch off

Measures shall be put in place to ensure that lights are automatically turned off when the buildings are not in use.

REASON

To safeguard residential amenity in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to reduce energy demands in accordance with London Plan (2015) Policy 5.2.

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 (2015) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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.
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.
EC3	Potential effects of development on sites of nature conservation importance
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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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 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).

9 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.

10 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

11 I34 **Building Regulations 'Access to and use of buildings'**

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

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

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

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

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

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability

discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.

- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

12

With regard to condition 5, you are strongly encouraged to consider an alternative to the use of such vast areas of render as a finish to the proposed buildings as this has a tendency to stain over time and required regular maintenance. The GLA have suggested timber cladding would provide an appropriate alternative which would be reflective of the site's green belt location and LPA officers concur with this approach.

13

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

Thames Water have advised as follows:

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

15

You are advised that residents have raised significant concern over potential noise from

the schools bells and tannoy systems. In addition to during the school day, the current school bells for one of the schools covered by this permission sound during weekend and holiday periods which causes significant nuisance through noise. You are strongly encouraged to give consideration to this when installing systems into the new school buildings, to ensure that bells sound on school days and during regular school hours only or that a system is installed which is less audible at the site boundaries.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 16.7 hectare irregularly shaped plot located on the eastern side of Clifton Gardens in Hillingdon. Swakeley's School for Girls occupies approximately 6.4 hectares at the south eastern end of the site and Abbotsfield School for Boys occupies the remainder of the site.

The school accommodation currently comprises a mix of single-storey and two-storey buildings located relatively centrally to the site with playgrounds and car parking located between them. Extensive playing fields are located to the north and south east of the site. The Innov8 Vocational Training Centre (VTC), which provides vocational education in construction and motor vehicle studies for 14-19 year olds is currently accommodated within Abbotsfield School's buildings.

The principal vehicular access for both schools and the VTC is currently via Clifton Gardens. A secondary access, which the applicant advises is for maintenance and emergency vehicles only, exists via Pole Hill Road. Maintenance vehicle only access is also available via Sutton Court Road. Pedestrian access is available via Clifton Gardens to the west, Sutton Court Road to the north, Pole Hill Road to the west and Charville Lane West to the south.

The topography of the site is a significant landscape feature and whilst the Swakeleys site is relatively flat, the Abbotsfield side of the site slopes down to the north to the rear of Sutton Court Road by some 12 metres across the site.

In terms of landscaping, the site is relatively exposed, accommodating large expanses of playing field and limited tree planting for its size. Most of the tree planting which does exist however is located around the site boundaries.

The schools fall within a predominantly residential area, which is largely suburban in character being largely dominated by two-storey terraced and semi-detached houses. With the exception of a large part of its western boundary, which is bounded by woodland (Home Covert), and a part of its southern boundary, which is bounded by a footpath beyond which is Highfield Primary School, the site is bounded by residential properties on all sides.

The entire application site falls within the Green Belt as designated in the Hillingdon Local Plan. Parts of it are known to suffer from localised surface water pooling. The adjoining Home Covert woodland is designated as a Countryside Conservation Area and a Nature Conservation Site of Metropolitan or Borough Grade I Importance.

3.2 Proposed Scheme

This application seeks full planning permission for the redevelopment of Abbotsfield and

Swakeleys Schools to provide two new secondary schools with associated facilities. It also proposes the re-provision of the existing Innov8 Vocational Training Centre (VTC) within a new building.

With the exception of an existing sports hall and maths block, which would be retained, all existing buildings on site would be demolished once the new development is complete and the pupils decanted over to the new school buildings.

It must be noted that despite sharing a site the schools currently operate entirely independently of one another and will continue to do so. The proposals are discussed in more detail below:-

Pupil and staff numbers:

At present, also significantly under subscribed, Abbotsfield School is a boys only, 1,070 place (6.5 Form of Entry (FE)), secondary school for 11-16 year olds, including a 100 place sixth form. The proposal seeks to increase the school's maximum capacity to 1,600 comprising 1,350 secondary school places (9FE) and a 250 place sixth form. The school will also become mixed gender.

Swakeleys School is currently a 1,150 place (6FE), girls only, secondary school for 11-16 year olds, including a 250 place mixed sixth form. The proposal seeks to increase the school's maximum capacity to 1,550 comprising 1,200 secondary school places (8FE) and a 350 place sixth form. With the exception of the sixth form, which will continue to be mixed, Swakeleys will remain an all girls school.

Once fully expanded, between them, the schools would cater for a total of 3,150 pupils, including the sixth forms. This represents an overall increase in pupil capacity of 930 across both schools but, largely due to Abbotsfield being significantly undersubscribed, it represents an increase of 1,532 pupils when compared to existing pupils on roll.

In terms of staff numbers, post development completion and occupation, it is anticipated that there would be up to 177 full time equivalent (FTE) staff at Abbotsfield and 142 at Swakeleys (319 in total). This represents an increase of 139 over existing numbers and 58 over likely numbers of staff if Abbotsfield was currently operating at capacity.

Abbotsfield:

Abbotsfield School and its associated facilities would continue to occupy the northern and western sides of the site. A new three-storey, rectangular shaped, flat roofed building, measuring approximately 110m by 40m by 11m high, would be provided towards the north west corner of the site to accommodate the new school.

At ground floor level this would accommodate various classrooms; drama studios; offices and meeting rooms; an assembly hall; a kitchen and servery; a dining area located within a central atrium; a Special Educational Needs (SEN) facility; WCs; store rooms; and ancillary facilities. At first floor level it would accommodate numerous classrooms; staff rooms; the library; an SEN facility; WCs and ancillary facilities. The second floor would predominantly accommodate classrooms and the sixth form.

Externally, playgrounds/social areas would adjoin the building to the east, beyond which a grass playing pitch would be provided in the far north east corner of the site. A Multi-Use Games Area (MUGA) and a new detached sports hall, comprising a 594m² hall, a 151m²

activity studio, changing rooms, storage, WCs, a plant room, circulation space and a reception area, would be provided to the south of the building.

A new two-way vehicular access would be created via Sutton Court Road to serve the site. This would provide direct access to a 110 space staff car park, which would be located in front (west) of the building, and to a 25 space drop-off/pick-up facility, with turning area, which would be provided in the north west corner of the site.

A bin store and service yard would be provided towards the rear (east) of the car park and cycle parking for 160 bicycles would be located in front of the building to the south of the car park. A small sub-station building and a swale would be provided immediately to the north of the car park adjacent to the site boundary.

Existing boundary fencing, which it was observed on site comprises 2.1m high galvanised steel blunt-topped palisade fence which is in good condition, would be retained. New 1.8m high chainlink fencing would be provided around the proposed MUGA and service yard and also to create a secure line around the buildings.

Extensive playing fields, which could accommodate a range of pitches, would continue to be provided to the west of the site and, once the existing buildings are demolished, new playing fields would be created in the south west corner of the site to off-set those which would be lost to the site of the new building.

A swale and wildflower meadow would be provided in front of the building, to the south of the car park. No detailed landscaping plans have been provided. However, the landscape masterplan indicates that limited new tree planting would be provided, predominantly to the south of the car park, within the drop-off/pick-up area and to the north of the MUGA. It also indicates that planting (assumed shrub planting) would be provided within the car park, around the building and within the playground/social areas.

Swakeleys:

Swakeleys School would continue to occupy the eastern side of the site. Similarly to that proposed for Abbotsfield, a new three-storey, rectangular shaped, flat roofed building would be provided. Measuring approximately 109m by 37m by 11m high it would be very similar in size to that proposed for Abbotsfield. It would be located relatively centrally to the Swakeleys school site.

The proposed internal layout is very similar to that proposed at Abbotsfield and the facilities to be provided within the building are closely comparable. At ground floor level the building would accommodate a range of classrooms; the school hall and drama studios; a kitchen; a dining area; sixth form rooms; offices and meeting rooms, WCs; store rooms; and associated facilities. At first floor level numerous classrooms would be provided in addition to further sixth form rooms; a SEN facility; a library; the staff room, offices; WCs and ancillary facilities. The second floor would accommodate additional classrooms; additional sixth form space; WCs and associated facilities.

An external dining area and playground/social space would be provided immediately to the south and east of the building, beyond which playing fields would be located. A landscaped sixth form area would be provided to the west of the building, just north of which would be a new sub-station and the proposed bin stores.

Immediately to the north of the building a small grass pitch and a new detached sports hall

comprising a 594m² hall, changing rooms, storage, circulation space and ancillary facilities would be provided.

A cycle storage area for up to 170 bicycles and a 66 space staff car park, including eight disability standard spaces, would be provided to the west of the sports hall and north of the main school building. Beyond this, to the north west a 25 space pupil drop-off/pick-up area would be provided.

To the north of the Swakeleys School site the existing school sports hall, a MUGA and a 47 space car park (five spaces provided immediately in front of the building and the remainder located to its south) would be retained. An existing maths block towards the east of the site would also be retained.

New tree planting would be provided along the pedestrian approach to the new buildings and within the playgrounds/social areas. Shrub planting would be provided within the car park and around the periphery of the main school building.

Vocational Training Centre (VTC):

The scheme also makes provision for the replacement of the existing Innov8 Vocational Training Centre (VTC) on the site in a new purpose built building. The VTC offers construction and motor vehicle studies for 14-19 year olds from schools across the borough.

The new VTC would occupy a two-storey flat roofed building located at the far west of the site and to the south of the access road via Clifton Gardens. At ground floor level it would accommodate four double height workshops, changing rooms, social space, a meeting room, a chemical store, an administration office, a lobby area, WCs, plant room, circulation space and ancillary facilities. At first floor level it would accommodate five seminar rooms, a staff room, a head's office, WCs, circulation space and ancillary facilities.

The applicant has advised that pupils attending the VTC from schools other than Abbotsfield would be bussed to the site and indeed a minibus drop-off/pick-up area is proposed outside the building. It is understood it would employ up to eight staff who, if driving to work, would be expected to park within Abbotsfield School's car park or on street as with the existing situation. That said, the plans indicate that an existing 37 space car park would be retained just to the south west of the VTC. The Transport Assessment makes no reference to this and so it is unclear who it is intended it would be used by. However, it is well placed to serve the VTC.

Parking and Access:

In total, 113 staff parking spaces including 8 disability standard spaces, would be provided for Swakeleys School in addition to storage for up to 170 bicycles. For Abbotsfield a total of 110 staff car parking spaces, including 11 disability standard spaces, would be provided in addition to cycle parking for up to 160 bicycles. Each school would also be provided with a 25 space drop-off/pick-up facility.

Vehicular access to Swakeleys School, including to the retained sports hall, and the VTC would continue to be provided via Clifton Gardens. A new two-way vehicular access to serve Abbotsfield School only would be provided via Sutton Court Road. No vehicular access is proposed via Pole Hill Road.

Pedestrian accesses for pupils from both schools will continue to be available via Clifton Gardens, Sutton Court Road, Pole Hill Road and Charville Lane West at the start and end of the school day. During the school day, sole pedestrian access to Swakeleys would be via Clifton Gardens and sole pedestrian access for Abbotsfield would be via Sutton Court Road.

Community Use:

For both schools the submitted Design and Access Statement suggests that the assembly halls, ICT rooms, media suites, libraries and dining halls, which could all be accessed via the central atriums and zoned off from the remainder of the school buildings, in addition to the separate sports halls and their associated facilities, would all be made available for community use. The Planning Statement confirms that external sports facilities will also be made available outside of school core time during evenings, weekends and holiday periods.

Sports Use:

The site currently comprises extensive playing fields. Where playing fields and pitches would be lost as a result of the development proposals they would be reinstated elsewhere on site and the applicant has provided plans to demonstrate that there would be no loss in sports pitches or usable playing field space as a result of the development.

Annotations shown on the Illustrative Masterplan (drawing no. ALA253L02 Rev.PL1) provided for Swakeleys School indicate that full-size hockey pitches could be provided on the site in the future. This is also alluded to in the Design and Access Statement. The Design and Access Statement also makes reference to the potential future provision of an astro-turf pitch on the playing fields at Abbotsfield. It must be noted that these references reflect the future aspirations of the schools only and do not form part of this application.

It should also be noted that no floodlighting of outdoor facilities is proposed as part of this application.

3.3 Relevant Planning History

3505/APP/2009/2711 Abbotsfield And Swakeleys School Clifton Gardens Hillingdon

Redevelopment of the site (including demolition of existing buildings) to provide a new co-locate school campus comprising a 2 form of entry primary school including 30 place nursery (total 450 pupils), two x 7 form of entry secondary schools (combined total 2,706 pupils), maximum gross internal floor area 27,274sqm, maximum height of 4 storeys and a maximum of 238 on-site car parking spaces, as well as associated landscaping, access works, playing fields with ancillary floodlighting (Outline application, all matters reserved).

Decision: 18-02-2010 Withdrawn

Comment on Relevant Planning History

The schools have an extensive planning history. Most relevant to this scheme is an application which was submitted in 2009 (ref: 3505/APP/2009/2711) under the then Government's Building Schools for the Future (BSF) initiative. That application sought outline planning permission for the complete demolition of the existing buildings and the redevelopment of the site to provide a new co-located campus comprising of a primary school (Highfield Primary School) and two secondary schools (Abbotsfield and Swakeleys) with shared post-16 facilities. As part of those proposals the secondary schools would

have had a combined capacity of 2,706 pupils, including 606 post-16 places, and the primary school would have accommodated 450 pupils, including 30 nursery spaces, providing spaces for a total of 3,156 across all three schools.

The application was withdrawn by the applicant on 22/02/10, following the Government's cancellation of the BSF initiative, prior to any formal determination of the scheme, and so very little weight can be given to that application, although notably a Committee report was published which recommended the approval of the application subject to the relevant referrals to the Mayor of London, the Secretary of State and the application entering into a S106 agreement.

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 (2015)
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 Document - Planning Obligations

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.EM5 (2012) Sport and Leisure
PT1.EM6 (2012) Flood Risk Management
PT1.HE1 (2012) Heritage

Part 2 Policies:

OL1 Green Belt - acceptable open land uses and restrictions on new development
OL2 Green Belt -landscaping improvements
BE3 Investigation of sites of archaeological interest and protection of archaeological remains
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.

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.
EC3	Potential effects of development on sites of nature conservation importance
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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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:- **11th September 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 5,389 local owner/occupiers, the Oak Farm Residents' Association, the Larches Residents' Association and the Ickenham Residents' Association. Site and press notices were also posted.

44 letters of objection and two petitions, one with 41 signatures and one with 51 signatures, have been received. The letters of objection raise the following concerns:

Residential amenity

- i) Loss of outlook.
- ii) Temporary classrooms should be provided during demolition and rebuild to enable the existing building footprint to be used.
- iii) There are better sites within the boundaries to rebuild these schools which would have less impact on surrounding residents.
- iv) No house numbers or measurements are provided to show proximity to the nearest properties.
- v) The Abbotsfield School building will be 12m from the fenceline, which is too close.
- vi) Overshadowing/Loss of light.
- vii) Abbotsfield's block will be too tall and on higher ground than nearby properties.
- viii) Loss of privacy to gardens, ground floor and first floor windows.
- ix) Tree planting should be provided to screen the development, including the drop-off area.
- x) Increased noise from the school and new access. Noise from the school is already a problem during evenings and weekends when extra curricular activities are held.
- xi) Scale and massing. The buildings will be imposing.
- xii) If trees are planted this will block sunlight to gardens.
- xiii) The quality of life for residents will be irreversibly damaged.

Highway impact

- xiv) Increase in traffic, congestion and parking issues on surrounding roads, which are used as a rat run during peak times and some of which become almost unusable due to school traffic (residents have raised particular concern about the following roads: Sutton Court Road, Woodcroft Crescent, Denecroft Crescent, Pole Hill Road, Long Lane, Grosvenor Crescent, Clifton Gardens, Leybourne Road, Ryefield Avenue, Windsor Avenue)
- xv) Increase in inconsiderate driver behaviour such as blocking of driveways; arguing with residents; double parking; dangerous driving; etc.
- xvi) The library, old people's home and the shops already create unbearable congestion.
- xvii) Increase in HGV traffic. Lorries will be "held" in Sutton Court Road until space is available to bring them onto school grounds.
- xviii) Insufficient on-site staff parking.
- xix) Road safety for car users, pedestrians and the disabled, particularly in relation to visibility at junctions of both Woodcroft Crescent and Denecroft Crescent leading to Sutton Court Road due to parked cars.
- xx) Yellow lines at junctions will be essential to improving visibility and reducing the risk of accidents.
- xxi) Pedestrian access routes from Pole Hill Road should be completely removed.
- xxii) The Planning Committee should visit the area at peak start time before making a decision or it will be failing in its duty.
- xxiii) It is not clear where or how big the drop-off and pick-up areas will be?
- xxiv) Drivers on the U7 bus route who are delayed every day by chaos associated with disgraceful driving by parents should be consulted.
- xxv) Drop-off in Clifton Gardens may be more controllable.
- xxvi) The drop-off points do not cater for those accessing the schools from Pole Hill Road.
- xxvii) The Pole Hill Road access is used daily, morning, afternoon and evening by a vast amount of traffic, contrary to assertions in the Transport Assessment.
- xxviii) Three poles which were recently removed from outside 108, 110 and 112 Pole Hill Road, presumably to facilitate construction, should be reinstated to prevent vehicles parking on the footway and forcing children to walk in the road.
- xxix) Emergency vehicle access in Pole Hill Road is impeded at peak times putting lives at risk.
- xxx) The waste ground at the junction of Pole Hill Road and Charville Lane, next to the footpath, should be used as a drop-off point and turning area for Abbotsfield, Swakeleys and Highfield Primary School.
- xxxi) A managed crossing should be provided at the end of Pole Hill Road in Charville Road East for

users of the U7 bus service.

xxxii) Six schools are located in a small confine. Mitigation measures are needed such as, provision of pedestrian crossings at Sutton Court Roundabout; installation of traffic lights at the junction of Sutton Court Road and Long Lane; resolution of parking issues along Sutton Court Road outside Oak Farm library and the shops to allow two-way traffic flow; provision of traffic calming measures; installation of speed bumps; introduction of a 20mph speed limit (as has been provided outside Oak Farm and Ryefield Schools), increased enforcement.

xxxiii) Traffic issues need to be cohesively looked at for the whole area and not on an individual basis for different developments - If the Tommy Flynn Public House is redeveloped this will further increase pressure on local roads.

xxxiv) Up to date statistical data should be provided to support the proposals for traffic flow on all surrounding roads, including Sutton Court Road and Long Lane.

xxxv) Speeding, pollution and congestion is constantly posing risks to safety, physical, social and mental health of residents.

xxxvi) Sutton Court Road is not wide enough to accommodate the additional traffic.

xxxvii) Residents have to avoid taking their cars out at peak times.

xxxviii) A one way system should be introduced within the grounds with Sutton Court Road and Clifton Gardens being the entrance/exit. The third access via Pole Hill Road should be used for staff and deliveries. This would reduce the impact of the development on the local community.

xxxix) No plans have been provided to show what the junction of Woodcroft, Sutton Court and the school entrance will be like. This junction is already dangerous due to parked cars blocking visibility and speeding traffic.

xl) The surveys fail to consider those just stopping as close to the entrance as possible without inconveniencing themselves by actually turning into the school.

xli) A drop-off area should be provided in Clifton Gardens as this has always been a nightmare and people would have known this when choosing to live there. Those living in Sutton Court Road are having it thrust upon them.

xlvi) The Council should find a solution to the Long Lane traffic other than filtering into residential roads, which are already congested by school traffic.

xlvi) Large lorries required for construction and deliveries once the development is complete will add to the horrific traffic congestion.

Other

xliv) Increase in pollution.

xliv) Inconvenience, noise and congestion caused by construction.

xlvi) The introduction of hockey pitches when currently there are none seems inappropriate. The proposals fail to expand on the natural grass or artificial pitches.

xlvi) The provision of sports facilities so close to the boundary and road will require the provision of higher fences which is a negative factor.

xlvi) More litter.

xlix) Increased flood risk. Drainage and flooding is already a problem.

l) Impact on property prices.

li) Residents should be compensated if it pushes them to move.

lii) There should be a public enquiry into the application to give local residents more of a say - this should not be treated as a normal planning application.

liii) No information is provided on how the earthworks will impact on the topography. The sections provided are vague and it is unclear how this will affect residents.

liv) Houses on Sutton Court Road could experience structural damage and subsidence as a result of the development, trees and high levels of ground water.

lv) Increased risk of fire to alleyway at rear of Sutton Court Road properties from discarded cigarette butts from young smokers.

lvi) Increased security risk. Residents have already experienced break-ins with burglars entering over the fence or lifting fence panels.

- lvii) The narrow lake proposed between Sutton Court Road properties and the car park will attract vermin, rubbish, stagnant water, mosquitoes and increase flood risk .
- lviii) Floodlit football pitches will result in light pollution, unacceptable noise, balls landing in gardens, people climbing over fences and damage to property.
- lix) Abbotsfield is undersubscribed so the need to increase its capacity is questioned.
- lx) If the schools became mixed it would reduce the need for so many buildings.
- lxi) Are there plans to build houses on the site of the existing buildings in the long-term?
- lxii) The quantity of football pitches proposed will adversely affect wildlife as no secluded green areas are proposed.
- lxiii) Insufficient fencing is proposed to ensure privacy, security and noise control.
- lxiv) This means an independent leisure centre with extra traffic at all hours. Weekend use will further reduce residents' peace and privacy.
- lxv) If trees were planted to block the views of the building, these would suck the life out of the soil meaning residents would not be able to grow plants and vegetables as they do at present.

The petitions, which have been signed predominantly by Sutton Court Road residents, raise the following reasons for objection:

- 1) Loss of privacy to gardens/patios, bathrooms, bedrooms, living rooms, kitchens, etc.
- 2) Loss of light leading to increased energy bills. Right to light is protected under common law, adverse possession and The Prescription Act 1832.
- 3) The Abbotsfield building will be overbearing, intrusive. Its mass is too great and an overbuild.
- 4) Drainage - existing problems will be made worse increasing home insurance costs.
- 5) Light and noise pollution will increase due to additional staff/pupils and proximity of building to residential properties.
- 6) Increased security risk to residential properties.
- 7) Increase in litter.
- 8) The area around the school should not be open to the public as this compromises the safety of residents.
- 9) Increases risk of subsidence to residents.
- 10) Increase in traffic will add to existing problems leading to as increased risk of accidents and a marked reduction in safety for residents and pupils.
- 11) Illegal parking and dangerous driving, which adds to residents' stress levels, will increase.
- 12) Pollution is at an all time high and will be worsened by the increased traffic. compromising the physical and mental health of residents and students.
- 13) A 20mph limit, traffic calming measures and enforcement cameras are needed along Sutton Court Road and adjoining roads to safeguard resident and pupil safety.
- 14) The vast increase in cars, lorries and coaches will be a grave danger to pedestrians (residents, shop and library users).

The Chair of Governors of Highfield Primary School has raised the following concerns:

- i) Charville Lane West, where there is already heavy traffic congestion associated with Abbotsfield, Swakeleys and Highfield Primary Schools at the start and end of the school day, is not included in the list of streets surveyed from traffic impact in the TA.
- ii) An almost doubling in secondary pupil numbers at a time when pupil numbers in the primary school are also increasing will cause even more disruption to local residents and increase the risks of accidents to younger children unless suitable provision is made in this location.

Amended documents were provided on 20/11/15. These included a revised Transport Assessment and Travel Plan and amended plans which showed the relocation of the Abbotsfield building 10m further south and a newly proposed landscape buffer. Residents of Sutton Court Road and Clifton Gardens were reconsulted, as they were most affected by the changes. All residents who had previously provided comments on the scheme were also reconsulted. The consultation period

expires on 04/12/15 and any comments received will be reported in the Committee addendum. At the time of writing six residents have provided additional comments. Most of these reiterate issues already mentioned above. New comments relate to:

1. Increased antisocial behaviour around the Sutton Court Road shops
2. What measures will be put in place to ensure the Sutton Court Road Off Licence is off limit to students.

Pre-application consultation:

It should be noted that the applicant has provided a statement confirming that at pre-application stage a community consultation event was held at the schools. The applicant advises that 5,500 leaflets were posted to residents within the local area and that the schools also distributed leaflets to parents to advise of a public consultation event which was held at the schools between 3pm and 7pm on 15th April 2015, and which also ran online between the 15th April and the 6th May 2015.

The consultation event was attended by 172 people and 42 responses were received. Four responses were received to the online consultation. The applicant has advised that in response to the question "Do you support our plans to re-develop Abbotsfield and Swakeleys' Schools" 39 positive responses were received. The applicant also asked residents if they had any other comments and has summarised the responses received as follows:

Reasons for Support

- Proposed buildings are well designed
- Waited a very long time for this project to happen
- Better than the 2011 proposal
- The separate road entrance will reduce traffic on Clifton Gardens
- Traffic congestion will hopefully be alleviated

Concerns/Objections

- Colour of the building very bland
- Need additional busses for the increase of pupils
- Transport issues within the area will increase
- Emergency access has not been considered
- Roads in the surrounding areas should be reduced to a 20mph speed limit
- Proper drainage required to reduce flooding
- Would like to run adult education from the new site
- More windows in the corridors needed
- The building may need more ventilation
- Noise during the construction period

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 2015 (Statutory Instrument 2015 No. 595).

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/facilitiesplanning/planning-for-sport/development-management/planning-applications/playingfield-land/>

Sport England has been involved at pre application stage and work alongside the applicant in shaping the scheme to ensure it complies with Sport England policy in that the quantum of playing field to be lost would be replaced with equivalent or better quantity and quality provision. These ongoing discussions have resulted in the submitted scheme. As such, Sport England is satisfied that the proposed development complies with the following:

"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 an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of the development."

This being the case, Sport England does not wish to raise an objection to this application subject to the following conditions:

Community Use

1. Use of the development shall not commence until details of community use has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the pitches, MUGAs, sports halls, studio space, changing and parking and include details of pricing policy, hours of use, access by non-educational establishment, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

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

Pitch Construction

2. The new playing field/s and pitch/es shall be constructed and laid out in accordance with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011) and Equivalent Quality Assessment of Natural Turf Playing Fields Briefing Note (Sport England, 2015) and shall be made available for use within 6 months of occupation of the development hereby permitted.

Reason: To ensure the quality of pitches is satisfactory and they are available for use.

METROPOLITAN POLICE DESIGNING OUT CRIME OFFICER (DOCO)

On review, I do not have any objections to this development as the The Design and Access Statement decrees the following:

As long as the design process has factored in the security standards as provided in the New Schools 2014 Design Guide, this development will achieve SBD certification.

5.8 / Security

The principles of Secured by Design, as they apply to schools, have informed the design process. The proposed site and building layouts create a secure and welcoming environment for pupils, whilst limiting opportunities for trespassing and vandalism.

A secure line strategy separates the public approach from the educational spaces, providing safety and security for pupils and staff. The main building facade and fencing with lockable access doors form the secure line barriers for both campuses.

During the school day, visitors will access the entrance to the main buildings from the respective school approaches, where they will be greeted by reception before being granted access beyond the secure line and into the schools. Facilities within the main buildings intended for out of hours use will also be accessed through these front entrances. A series of different types of locks on the internal doors will ensure the rest of the building remains out of bounds whilst these facilities are being used by the local community.

The superblock layout avoids the incidence of isolated alcoves around the building perimeter, where unsupervised groups could potentially gather. Windows are distributed across all four facades, allowing passive supervision across the site generally

THAMES WATER

Waste Comments

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied -

"Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community."

Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Supplementary Comments

Having reviewed the further information provided, Thames Water advise further information is needed. Please confirm the current pupil capacity and proposed pupil capacity as there is a discrepancy between the figures given in the drainage strategy and those given in the Design and Access statement. This data can then be used to determine the impact of the proposed development on the existing sewer system.

GREATER LONDON AUTHORITY

London Plan policies on principle of land use, school redevelopment on Green Belt, playing fields, community use, urban design, inclusive access, sustainable development/energy, flooding and

transport are the key strategic issues relevant to this application. Whilst the application is broadly acceptable in strategic planning terms, on balance, the application does not comply with the London plan. The following changed might, however, remedy the above mentioned deficiencies, and could possible lead to the application becoming compliant with the London Plan:

- Principle of land use/school redevelopment:

The proposed redevelopment of the secondary schools is supported as it will contribute to address the shortage and quality of school places in London. Very special circumstances have been demonstrated; in particular the pressing need for additional placed and improved facilities justify the school redevelopment on Green Belt. Alternate site analysis has confirmed that there are no other suitable sites. The redevelopment results in new open space and the Council is encouraged to designate it as Green Belt, which is considered to compensate the partial loss of the Green Belt.

- Community Use:

The applicant's commitment towards the promotion of community use of the schools' facilities outside of school hours is welcomed. This should be secured through an appropriate condition.

- Playing fields:

No major concerns. The proposed measures should be conditioned.

- Urban Design:

No major concern. However, the applicant should demonstrate how the proposed pathways and routes can be softened through the use of permeable surfacing materials in order to enhance the character or surrounding Green Belt. The Council is encouraged to secure key details of facing materials to ensure that the highest possible quality of architecture is delivered.

- Inclusive access:

The scheme meets the requirements if inclusive design and complies with policy 7.2 of the London Plan. All proposed measures should be secured.

- Sustainable development/energy:

The applicant should provide a single table totalling all of the carbon emission figures for the application (in tonnes per annum) for each stage of the energy hierarchy. The estimated carbon emissions savings though the additional measures not covered in part L 2013 should be reported separately in support of the proposed strategy. The applicant is required to investigate maximising the on-site emission reduction though the incorporation of renewable technology. Any limitations die to cost should be outlined in a viability analysis. The carbon dioxide savings fall short of the target within Policy 5.2 of the London Plan. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions as outlined above in the energy section of this report.

- Flooding:

The drainage aspects of the proposals are not considered to comply with London Plan Policy 5.13 and should be re-examined prior to any Stage 2 referral to the Mayor.

- Transport:

There are strategic transport concerns as detailed in this report that need to be addressed and/or conditions, prior to Stage 2 referral to the Mayor. (Officer comment: These comments reflect those raised by TfL which are summarised below).

TRANSPORT FOR LONDON

The following issues need to be satisfactorily resolved before the application can be considered in line with the transport policies set out within the London Plan (2011):

1. Provide details of parking, including allocation and disabled space provision, review the need to provide on-site pick up/ drop off facility, and secure car parking management plan by condition;
2. Carry out PERS and CERS audits to identify local walking and cycle improvement needs;
3. Increase and review cycle parking provision in line with London Plan Cycle Parking standards and LCDS;
4. Undertake traffic impact assessment for PM peak for school; and identify physical mitigation to improve the Uxbridge Road/ Long Lane junction
5. Secure a financial contribution of £450K per year for five years toward providing six bus return journeys and £15,500 toward bus shelter upgrade for the expected increase in demand from pupils;
6. Review the travel plan in light of comments and secure the it by appropriate obligations;
7. Secure Delivery and Servicing Plan (DSP) and Construction and Logistic Plan (CLP) by appropriate conditions.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

Although the application site lies within an area which is relatively sparse in recorded archaeology, this may well simply reflect a lack of previous investigations in the area. The geology of the southern and central parts of the site is recorded as gravel which elsewhere in Hillingdon has proved rich in prehistoric, Roman and medieval remains. The London clay to the north is generally considered less favoured for early settlement but that has been called into question by recent discoveries along a major pipeline scheme about 1km to the north.

I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

Desk Based Assessment

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

This should include assessment of aerial photographic collections.

Geophysical Survey

Archaeological geophysical survey uses non-destructive techniques to detect the likely presence of archaeological features. It is usually used as part of a field evaluation to inform a planning decision. Geophysical survey is largely restricted to undisturbed greenfield sites and certain types of archaeological remains.

Survey of the playing fields would be appropriate.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve

remains in situ or where that is not feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Internal Consultees

EDUCATION

The expansions of Abbotsfield and Swakelys are a key part of the borough's strategy for ensuring that there are sufficient school places. The number of pupils of primary school age has been rising in recent years, reflecting higher birth rates, migration changes and housing development. Across the borough, 28 primary schools have been expanded. Six new primary schools have also opened, with a further school due to open this September.

There is some limited capacity in the secondary sector at present. However, the new, much larger, year groups of children currently in primary schools are now approaching secondary age. This means that, without the expansions of Abbotsfield and Swakeleys, the forecast margin of 'free' places for admission into secondary school in the south of the Borough will fall to only 3% by the 2017/18 school year. From 2018/19, there would be a shortfall of places and this shortfall would increase in future years. Borough-wide, applications for admission to secondary school are already increasing. Applications for 2016 are showing a significant increase from 2015. Applications for Abbotsfield and Swakeleys have increased. Therefore, the expansion of these schools is essential in order to meet future demand for school places.

ACCESS OFFICER

The Education Funding Agency have commissioned the rebuilding of Abbotsfield School (currently 1164 male pupils, aged 11-18), Swakeleys School for Girls (1131 pupils, specialising in humanities), and Innov8 Vocational Training Centre for 14 to 19-year-olds in the areas of construction and motor vehicle studies. Post redevelopment, Abbotsfield School is set to become a mixed gender school for some 1600 pupils. Swakeleys will remain a girls school with an increase in capacity to 1550 pupils.

The new Swakeleys School for Girls would be sited in south-east of the current school buildings; the new Abbotsfield School campus to the north-east of the site, with the new Innov8 VTC adjacent to the Clifton Gardens entrance.

The 'inclusive design' section contained within the Design & Access statement is written in abstract form and in future tense, inferring that accessibility is yet to be considered. This section of the statement very much refers to a theory, rather than how inclusive design principles have been integrated from the design inception stage.

However, it is understood that 11 disabled parking bays will be provided at Abbotsfield School, with 8 disabled bays at Swakeley School for Girls. The routes into the buildings are said to be clear, signed and appropriately demarcated and level. The main entrances are to be powered, leading into a staffed reception area and desk with a lowered section for wheelchair users. A central passenger lift has been designed in to serve the first and second floors. (Should the passenger lift breakdown, it is proposed to use the general teaching areas on the ground floor to allow disabled pupils to continue partaking in lessons.) A platform lift is proposed within the VTC and Swakeleys sports hall.

The Design & Access Statement suggests that all learning spaces have been designed to accord with accessibility standards as set out in Building Bulletin 93.

The staircases would be compliant with Approved Document M to the Building Regulations, and with contrasting stair tread nosings. All escape stair lobbies are understood to have been sized to accommodate refuge areas to facilitate assisted evacuation.

Based on the submitted documentation and plans, the following observations are provided:

1. It is noted that a changing facility, to support those with complex personal care requirements, appears not to have been incorporated. N.b. the principle of inclusion is about young people with special educational needs being placed in mainstream provision, where there is a commitment to removing all barriers to allow full participation.

The new buildings would present an opportunity to provide the correct facilities in the schools for disabled children who have complex care support needs. To this end, a 'Changing Places' cubicle should be incorporated into the three new buildings.

2. Given that only one passenger lift is proposed with each of the new buildings, their use should be exclusive to persons who are unable to manage the stairs. To this end, the lifts should be 'access controlled'.

3. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartment (e.g. within a classroom at first and second floor with suitable fire resisting compartmentation); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

Conclusion: Further details in respect of the above should be submitted.

Standard informatives should be attached should planning permission be granted.

Officer comment: It is considered that points 1 and 2 are covered by existing legislation. A condition has been attached to address point 3. This is discussed further in part 7.12 of the report.

TREES/LANDSCAPING OFFICER

Landscape Character / Context:-

Site description:

- The 16.9 hectare site is currently occupied by the 1950's Abbotsfield School for boys built in the 1950's and Swakeleys School for girls, built in the 1970's - with subsequent additions.
- The site is roughly 'L'-shaped with the existing single and two-storey school buildings sprawling across a central zone on an east-west axis.
- Much of the built development is clustered near the southern boundary (west side) where it backs on to the rear gardens of the residential streets of The Larches and Brampton Road.
- The main site access is from the west, via Clifton Gardens, a residential road, off Long Lane.
- There is also pedestrian access from Sutton Court Road (north), Pole Hill Road (east) and a public footpath off The Larches (south).
- The site has a gradient of 4.70% falling south to north and a gradient of 1.50% west to east (along the field). (TGMS Report to Bowmer & Kirland). According to the same report the highest part of the land is in the south at 52m AOD and the lowest in the north-east at 42.47m AOD. (The legend on the contour plan in the same report refers to contours ranging between 44.18 and 55.85.)
- The topography of the site is a significant landscape feature with the higher ridge in the south offering long distance views towards Harrow.
- The site slopes down to the north by some 12 metres across the site, to 43 metres AOD to the rear of Sutton Court Road.
- The northern part of the site is currently open space, used as school playing fields bounded by the residential streets of Sutton Court Road to the north and Oakdene Road to the west.
- The eastern boundary of the site (north section) is defined and sheltered by mature woodland known as Home Covert.

- The relatively level open fields in the south-east corner are used by Swakeleys School as playing fields, which are bounded by Pole Hill Road to the east, with The Larches to the west and the public footpath defining the southern boundary.
- While the school campus is generally open and exposed, there are approximately 75No. individual trees or groups including mature specimens which contribute to the visual amenity and character of the area, with some younger ones, which currently have less impact.
- Much of the tree planting is typical of Victorian parkland-style planting with many of them situated on, or close to, the site boundaries.
- Another landscape feature of note is the wildlife garden created for Abbotsfield School in the south-west corner of the site.

Landscape planning designations:

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

Notwithstanding that, the existing trees make a positive contribution to the character and appearance of the area, while the younger ones may be valuable to ensure succession of the tree population and the associated environmental benefits associated with trees.

The site lies within the Green Belt, although the educational use of the site may constitute 'very special circumstances', subject to detail.

The Home Covert woodland to the east of the site is a Site of Importance for Nature Conservation, 'Nature Conservation Site of Metropolitan, Borough Grade 1 Importance'.

Landscape constraints / opportunities:

- Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.
- Saved policy OL1 restricts development on Green Belt land and 'very special circumstances' will be required to support the proposal.

The change in levels across the site should be considered when assessing the visual impact of the development on neighbouring properties and long-distance views, the disposition and heights of buildings, the effects of associated earthworks, the proposed sports pitch layouts, drainage, and accessibility throughout the site.

Proposal:-

The proposal is to demolish all of the existing school buildings (except the existing sports hall and maths block) and redevelop the Abbotsfield and Swakeleys School sites to provide two new three-storey secondary schools with detached sports halls and associated facilities including playgrounds, sports pitches, a Multi-Use Games Area (MUGA), car parking and pupil drop-off/pick-up areas; erection of a new two-storey Vocational Training Centre (VTC); creation of a new vehicular access via Sutton Court Road; landscaping; and ancillary development.

Landscape Considerations:-

Comments following submission of extra information and amended plans:

1. The proposed re-siting of the new Abbotsfield School further from the northern boundary and residential properties to the south of Sutton Court Road is desirable and, therefore, acceptable.
2. The submission now includes an Arboricultural Survey, dated July 2014, by Mott MacDonald. The report assesses the quality and value of 37No. individual species, 6No. groups, 1No. area of woodland and 1No. hedgerow. It also provides a Tree Constraints Plan, indicating the root protection areas.
3. As noted in the report, an Arboricultural Impact Assessment and Tree Protection Measures and

Arboricultural Method Statement will be required as the scheme is developed. Fortunately many of the trees are close to boundaries and with appropriate siting of the buildings and safeguarding measures, it should be possible to retain many of the trees.

4. Furthermore this is an extensive site and there will be opportunities for new / replacement tree planting as part of the landscape masterplan.

FLOOD AND WATER MANAGEMENT OFFICER

The Flood Risk Assessment produced by Curtins demonstrates that surface water will be controlled on site and the proposals are to reduce the rate of discharge from the site, through sustainable methods. However further detail is required.

The scheme shall clearly demonstrate how it:

a) Suds features:

incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rate at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change, levels on the site existing and proposed, including cross sections through the site overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where non tanked system is proposed site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will: incorporate water saving measures and equipment.

provide details of water collection facilities to capture excess rainwater;

provide details of how rain and grey water will be recycled and reused in the development.

e) Long Term Management and Maintenance of the drainage system.

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. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

It is noted that the Curtins proposal answer some of these queries, however further information will

need to be provided to ensure the proposal functions appropriately. For example more detailed information on levels and cross sections of the existing and proposed and through proposed swales and planting.

It appears that the Abbotsfield school for Boys main school building to the north according to the proposed site sections will be raised area above the nearby residents garden levels, there is insufficient information about the levels and proposed management of drainage in this section considering the flooding issues recorded to the north of this site. The swale presumably located at existing ground level proposed to take run off is only across a limited section across the width of the northern edge of the site. The water table as indicated in the document is high, which may mean the swale is already full at the point it is required for storage.

There is a lack of information investigation understanding of the risk on the potential / surface water /groundwater issues in the north western corner reported by residents which could affect the proposed carparking and drop of area.

There is reference to rain gardens, which is supported but no indication on what these could look like or how they are integrated in to overall drainage design.

Overland ponding and flow routes should be mapped, and taken into account in any management and maintenance plan

The phased construction and demolition of the site will need to be carefully managed to ensure that surface water is controlled adequately throughout that period providing sufficient attenuation.

Additional comments following receipt of GLA comments:

It is reiterated that although it has been demonstrated that a scheme using sustainable drainage elements is proposed, including rain gardens, swales and permeable paving, in addition to the last resort tanks, there is still a lot of additional information that will be required to discharge the very detailed condition, which is recommended is placed on the scheme. It is not disputed that further opportunities to improve the scheme exist, as suggested by the GLA, however these can be dealt with through the condition.

It should be reiterated, as the Mayors office points out, that it is important the scheme includes ability to reuse rainwater, such as rainwater harvesting, etc, which is specifically required in the condition proposed to be attached to any permission.

WASTE SERVICES

a) The waste and recycling bins appear to be located in one area which is good practice as it reduces access problems in locating two sites within the school ground.

b) The bins are located in a fenced area which is good practice. The bulk bins would need to be rotated by school staff in between collections. The dimension of an 1,100 litre bulk bin is 990mm deep by 1,260mm wide by 1,370mm high.

c) The material used for the floor /surface of where the bins are stored should be 100 mm thick to withstand the weight of the bulk bins.

e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

d) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

e) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

f) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle. The width of the carriageway should be 4 metres to allow the collection vehicle to manoeuvre safely.

h) The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

SUSTAINABILITY OFFICER

No objections are raised to the proposed development subject to the following:

The energy strategy relies heavily on PVs to achieve the final part of the 35% reduction in CO₂. However, no roof plan was submitted with or included within the updated energy strategy. Therefore the following condition is required.

Condition:

Prior to commencement of development [or above ground works - if it suits] a detailed roof plan showing the required number of PVs as set out in the outline energy strategy shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be accompanied by specifications of the panels, their pitch and orientation as well as a maintenance plan. The development must proceed in accordance with the approved details unless agreed in writing by the Local Planning Authority.

Reason

To ensure the development contributes to a reduction in CO₂ in accordance with London Plan Policy 5.2.

ENVIRONMENTAL PROTECTION UNIT

- Air Quality

In terms of air quality and according with current predictions The proposed school is not exposing school children to hazardous pollution levels. Therefore no concerns are raised with the application.

It is noted however, that current traffic management may need to be revisited along Long Lane which displays exceeding levels for the pollutant nitrogen dioxide.

- Noise

No objection subject to the following conditions:

1. 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).

2. Where external machinery/equipment or external openings are proposed, details of the siting and sound insulation of such works (for example, refrigeration and air conditioning, ventilation units, air intake louvres, ducting, chimneys, mechanical extraction and disposal of fumes, dust and grit) shall be submitted to and approved by the Local Planning Authority, implemented before the use hereby approved is commenced and thereafter permanently retained. The noise emitted from such equipment should be inaudible in the nearest residence and be in compliance with BS4142/BS 8233

Reason: To ensure that the use does not detract from the amenities of local residents and to comply with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

- Lighting

No objection subject to the following condition:

3. No floodlighting or other form of external lighting, including of the MUGA, 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, hours of use and direction of light sources and intensity of illumination. The details shall also include measures to ensure lights automatically switch off when not in use. 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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012); and To protect the ecological value of the area in accordance with Policy EC3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Officer comment: With regard to restricting hours of use of the MUGA it must be noted that this is not in close proximity to residential properties and therefore this could not be justified. Notwithstanding this, proposed hours of use could be controlled via the community use agreement, which is a condition requirement.

No floodlighting is proposed and therefore a condition in this respect is not necessary. Full planning permission would be required should floodlighting be proposed in the future.

HIGHWAY ENGINEER

Existing Schools characteristics:

Abbotsfield School has a capacity of 1070 pupils but currently there are approximately 500 pupils on roll with 71 FTE members of staff. There is provision for 60 car park spaces and 30 cycle parking spaces onsite.

Swakeleys School for Girls has a capacity for 1150 students but has 1131 pupils on roll with 109FTE members of staff. There is provision for 58 car park spaces and 15 cycle parking spaces on site. Primary access to both Schools is from Clifton Gardens with a secondary access from Pole Hill Road.

Development and Network:

The proposals include increasing the capacity to accommodate 1600 pupils at Abbotsfield School and 1550 at Swakeleys School for Girls. The corresponding staff numbers would increase to 177 at Abottsfield and 142 at Swakeleys.

Car park provision would also increase to provide 126 and 113 spaces at Abottsfield and Swakeleys Schools respectively. Each school would also include provision for a drop off - pick up facility within the site, each with twenty five car park bays.

A new access onto Sutton Court Road is proposed to service Abbotsfield School and the existing access from Clifton Gardens would continue to serve Swakeleys School.

The main road network in proximity to the site comprises Long Lane to the east, a Classified Road (A437) and a designated Borough Main Distributor Road within the Hillingdon Local Plan Part-2. This road links with Clifton Gardens to provide vehicular access to the site. To the north of the site is Sutton Court Road, from which a new vehicular access is proposed for Abbotsfield School. To the south is Uxbridge Road, a Classified Road (A4020) and a designated Strategic Road. Other local roads in proximity of the site comprise residential streets.

Travel Plan:

A full travel plan to take account of any necessary amendments can be secured and maintained through a planning condition and/or s106 agreement as appropriate.

The total net increase in vehicular traffic across both schools at full occupancy will result in 165 vehicle trips with the Long term Travel Plan target mode shares or 501 vehicular trips with current travel modal share. The long term travel plan mode share targets are considered optimistic and consequently, the assessment of critical junction at Long Lane / Uxbridge Road has also been undertaken using existing travel mode shares.

Transport Assessment:

The transport assessment included traffic and parking surveys including audits of the pedestrian and cyclist environments on the adjoining road network. A survey of travel mode used by existing students and staff was also undertaken.

Multi-modal traffic generation forecasts, based on both the existing travel mode shares and on Travel plan target modes shares, have been assessed.

Traffic modelling for the existing and future year (2020), morning and evening peak periods, has been undertaken for the following junctions:

- a. Long Lane / Grosvenor Crescent
- b. Sutton Court Road / Burleigh Road / Snowden Avenue
- c. Sutton Court Road / Woodcroft Crescent / New Access (Abbotsfield)
- d. Clifton Gardens / Long Lane (East carriageway)
- e. Long Lane (main carriageway) / Long Lane (Eastern carriageway) north junction
- f. Long Lane (main carriageway) / Long Lane (eastern carriageway) south junction
- g. Long Lane / Uxbridge Road (Signal junction).

Traffic Impacts:

Results of traffic modelling indicate that all the junctions above, except the Long Lane / Uxbridge Road, will continue to operate within capacity following the full occupancy of the new schools (with long term travel plan mode shares assumption). However, given that the Long Lane / Uxbridge Road junction presently operates at capacity, increased levels of congestion and delays, will be experienced. With traffic demand forecast based on current travel mode shares for staff and pupils, Uxbridge Road / Long Lane junction will become severely over congested. Transport for London has recently installed 'SCOOT' at the signal controlled junction to improve / smooth traffic flow through this junction. Consequently, no mitigation measures, other than monitoring reviews, have been proposed by the applicant.

It is recommended that improvements to the Uxbridge Road / Long Lane junctions be developed and secured prior to occupation of the schools, via a s106 agreement, to ensure that the performance of the strategic highway network is maintained within acceptable operational conditions.

Public Transport:

The site has poor public transport accessibility (a PTAL rating of 2). The nearest bus stop on Long Lane is approximately 500m away and served by bus route U2 (10 minute service). In addition there is a bus stop on Charville Lane, approximately 560m away and served by route U7 (30 minute service). Presently, 43% of pupils from Abbotsfield School and 33% from Swakeleys School use public bus services.

A significant increase in demand (an additional 729 bus trips) is forecast (after allowing for the assumed long term Travel Plan targets). The existing bus service provision is at capacity and will require significant improvement to promote use of sustainable travel modes and help to reduce reliance on private cars. It is recommended that the phased introduction of improved bus services provision, that is necessary to accommodate the increasing demands from pupils, be secured via s106 agreement.

On-Street Parking Stress:

The assessment of on-street car parking stress was undertaken on roads in the vicinity of the site during the morning and afternoon school peak periods. This established an area-wide existing capacity of 392 spaces and existing demand of 199 during the afternoon period and 315 during the AM peak. It is acknowledged that Clifton Gardens and the residential access routes off Long Lane do experience congestion during school start and finish times, from vehicles waiting to park or turnaround. Similarly, Pole Hill Road also experiences congestion from student drop off / pick up activities. Currently, some 20 % of pupils at Abbotsfield and 42% of pupils from Swakeleys School for Girls, currently travel by car. Correspondingly, 69 % of staff from Abbotsfield and 86% from Swakeleys also travel by car.

With the expansion of the schools having the potential to double the numbers of pupils that could be accommodated, the corresponding increase for on-street parking demand would cause a significant increase in parking stress on road in the vicinity. Consequently and following further discussion, the proposals now include provision of drop off / pick up facilities at both Schools, with each including provision for 25 car park bays. This provision together with the provision of a separate access (off Sutton Court Road) for Abbotsfield School will help to reduce on-street parking stress to more manageable levels and will also disperse some demand for on-street parking away from Clifton Gardens.

It is recommended that the proposed new access junction onto Sutton Court Road be the subject of further traffic analysis, including the development of highway safety measures (traffic calming / pedestrian crossings, speed reduction etc.) along Sutton Court Road. Furthermore, consideration for introduction of appropriate parking and waiting restrictions to manage use of local roads is also recommended. These considerations are necessary in light of the greater interaction between vehicular traffic and increased demands from staff and pupils, as pedestrians and cyclists.

Staff Car Parks:

The capacity of car park for staff is proposed to be increased significantly to provide 126 spaces for 177 staff at Abbotsfield and 113 spaces for 142 staff at Swakeleys Schools. This reflects the existing high car mode share for staff travel and addresses the need to reduce parking stress on-street. Provision for electric vehicles charging will be provided as 10% active and 10% passive provision.

Accident Analysis:

An updated analysis of road accidents over the most recent five year period recorded 30 slight injuries on roads in the local area. This analysis concluded there was no inherent infrastructure weakness that was contributory factor and hence no mitigating improvements are proposed. However, given the scale of increase in the number of pupils at the new schools, further consideration is required to identify measures to improve pedestrian safety - such as pedestrian refuges, pedestrian crossings, guard railing, speed controls, parking restrictions, relocation of bus stops etc. This should be secured via a s106 agreement.

Cycle and Motorcycle Parking:

The proposals will include provision for 160 cycle parking at Abbotsfield and 170 at Swakeleys Schools for Girls. The provision will be reviewed as part of the Travel Plan monitoring having a potential for a further 70 spaces for Abbotsfield and 80 spaces for Swakeleys.

There is no motorcycle parking proposed. In line with Hillingdon's Local Plan Part 2, motorcycle parking spaces should be provided at the rate of 1 space per 20 car parking spaces.

Access and Layout

The main existing Clifton Gardens access will remain largely unaltered but will become the main access for Swakeleys School and the Vocational Training Centre only. A new vehicular access (crossroads junction with Woodcroft Crescent) is proposed from Sutton Court Road to serve Abbotsfield School. The detailed design of this access junction has not been finalised. It is necessary to undertake detailed traffic / capacity analysis to consider the traffic demands (staff and pupils), including safety audits to incorporate safety measures for pedestrians, cyclists and vehicular traffic along Sutton Court Road and other local roads in the vicinity. It is recommended that such measures be developed and implemented before occupation of new schools, through s106 planning agreement.

Construction Traffic

A Construction Logistics Plan should be secured by way of a planning condition or s106 agreement. This should include details of (but not limited to):

- Construction programme for development and traffic generation by main phases of work;
- Access routes and material storage / unloading including vehicular swept paths;
- Contractor and staff parking;
- Deliveries to avoid highway network peak hours, and resident / school traffic sensitive hours;
- Construction staff travel plan,
- Details of localised traffic management proposals.
- Safety of construction and school activities.

Mitigation measures suggested by applicant:

The proposed development will increase traffic congestion, on-street parking stress and demand on public transport (Buses) during School peak periods, on local roads in the vicinity. While the applicant has not undertaken to delivery any off-site mitigation measures, the following have been suggested:

- The resurfacing of degraded sections of footway, particularly on Clifton Gardens to create a quality coherent surface in contrast to the mixture of materials and colours found and the poor maintenance of some sections. Undulations should be evened out.
- Improvement of dropped kerbs on the junction of Clifton Gardens with Snowden Avenue and Brampton Road as currently there is a small step between the carriageway and footpath. It is also recommended at other locations such as Snowden Avenue / Oakdene Road junction and Charville Lane West. Lowered kerbs adjacent to the Oak Farm Library need also improvement.
- Installation of tactile surfaces on Clifton Gardens (Snowden Avenue / Brampton Road junction) and Sutton Court Road (Woodcroft Crescent, Denecroft Crescent and Long Lane junctions and adjacent to Oak Farm Library). It will be also advised tactile surfaces are installed at Grosvenor Crescent, Pole Hill Road, Charville Lane West, Uxbridge Road (northern side road) or the central-eastern path on Long Lane (including at the zebra crossings).
- Provide signage for cycle users on Clifton Gardens installing route direction arrows and road markings that indicate the link is for car-cycle shared use. This would increase the legibility of the links for all users, making them safer and more attractive to users.
- Resurfacing and marking of the cycle lanes and advanced stop lines on Uxbridge Road, as well as improving the cycle route signage at locations where the cycle lane / bus shared lanes end. Way

finding signage is also required on Long Lane as it is also a key road in the borough.

- Additional lighting columns to be installed on the pedestrian link between Charville Lane and Charville Lane West.
- Reduce the speed to 20mph on Clifton Gardens and Sutton Court Road as they are the main roads used by pupils and staff to reach the schools. This would help to reduce the chances of collision between road users and support an increase in the uptake of active travel modes.
- Undertake regular traffic counts and assessment of the Long Lane / Uxbridge Road junction. The recent addition of SCOOT systems and technology can be monitored and re-programmed to deliver improved operating efficiencies as the proposed development is built out and occupied over the coming years.
- Increase the local public transport capacity in response to the increase in staff and pupil numbers to accommodate the increase in demand for bus travel. This should be done in conjunction with TfL.

Recommendations:

A s106 agreement is required to further consider development of mitigation measures as suggested by the applicant to improve highway safety, public transport capacity and for monitoring of the School Travel Plan.

Conditions should be attached requiring submission for approval of construction logistic plan, car park allocation including provision for motorcycles, arrangements for management of drop off / pick up facilities and School Travel Plan.

TRAVEL PLAN OFFICER

One of the aims of the Abbotsfield School and Swakeleys School for Girls Travel Plan is to reduce the percentage of pupils travelling to school by car; to help attain this, a target has been set of increasing the number of children travelling to school by bus from the current level of 611 pupils to 1,406 by 2020.

As a stand alone document, the Travel Plan fails to provide a convincing case that this target will be achieved. The measures proposed merely include a commitment to:

- Liaise with local public transport operators and agree public transport discounts;
- Provide annual staff season ticket loans;
- Promote awareness of the TfL Journey Planner web site;
- Make public transport service details available throughout the school and emailed to visitors;
- There will be a visitor sheet that will include information on buses;
- Swakeleys will explore the opportunities for contracting a chaperoned private bus service to serve places not catered for by conventional bus services.

From the information provided I am unconvinced that the current Travel Plan will achieve its aim of mitigating the transport impacts of the development by offering pupils the choice of travelling to school by bus. The Travel Plan makes no reference to how these additional bus services will be provided.

Officer comment: Details of a revised travel plan would be required by way of the S106 agreement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Whilst the site accommodates two well established educational facilities, it also comprises large areas of playing field and it falls within the Green Belt as designated in the Hillingdon Local Plan. It has no other specific designations. Accordingly, the key issues pertaining to the principle of development relate to the continued educational use of the site, the impact

of the development on the Green Belt and impact on the playing fields.

New educational facilities:

In respect of new developments for educational facilities there is strong support for this at local, regional and national level.

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

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

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

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

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

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

It goes on to say that:

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

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

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches

great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

The proposal is considered to fully comply with this strong local, regional and national policy support for new, enhanced and expanded educational facilities.

Green Belt:

Notwithstanding the above, the development nevertheless represents inappropriate development within the Green Belt.

Policy EM2 of the Local Plan: Part 1 confirms that any proposals for development within the Green Belt will be assessed against national and London Plan policies, including the very special circumstances test.

Policy OL1 of the Local Plan: Part 2, confirms that only predominantly open land uses will be considered acceptable within the Green Belt and that planning permission for other uses will not be granted.

Notwithstanding this, it must be noted however that paragraph 8.27 of the Local Plan: Part 1, states that "in very exceptional circumstances the Council will consider the release of Greenfield sites for schools."

London Plan policy 7.16 confirms that the "strongest protection" should be given to London's Green Belt, in accordance with national guidance, and emphasises that inappropriate development should be refused, except in very special circumstances.

The NPPF makes it clear that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It states that:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

In view of the above, the applicant has submitted a Planning Statement which seeks to set out a case of very special circumstances sufficient to justify the provision of the development in this Green Belt location. These centre around the applicant's assertion that the development would have limited additional impact on the Green Belt when taking into account the buildings to be demolished, the need for additional and improved school places and the lack of alternative available sites.

In terms of visual impact, whilst acknowledging that different parts of the site will be affected to the existing, the applicant asserts that in many respects the proposals are deemed appropriate by paragraph 89 of the NPPF which states that the provision of playing fields and the replacement of buildings in the same use and not materially larger than those replaced can be considered as an exception to the general presumption against inappropriate development.

Whilst in considering the buildings on an individual basis it is difficult to see how this argument can be accepted, it is important to consider the overall impact of the existing and proposed developments on the Green Belt. The existing built form occupies a significant footprint (17,055m²) in the centre and highest part of the site. Although the built form of the

proposed development would be more dispersed across the site and the new school buildings would be sizeable, the proposals nevertheless allow for the required increase in floorspace whilst reducing the building form to 13,038m² (a 23% reduction in developed space). The reduction of built development across the site arguably lessens the overall impact on the Green Belt. The Greater London Authority (GLA) have notably attached significant weight to this argument and support the reduction in built form across the site.

In terms of the location of the proposed buildings, a number of residents have questioned why temporary buildings cannot be provided in order to enable replacement school building to be re-provided in their current location. It is fully acknowledged and accepted that the cost associated with this would be prohibitive and that, therefore, the best possible solution for permanent provision must be found whilst enabling the existing school buildings to remain operational throughout construction.

The applicant's Design and Access Statement demonstrates that a number of options have been carefully considered to ensure that the impact of the development on the openness of the Green Belt is minimised as much as possible. Pre-application advice regarding the need to locate the buildings so as to ensure, where feasible, that open views are retained across the site from key public viewpoints, has been taken on board.

Despite the size of the new buildings proposed, it is accepted that the overall built footprint of the site would be reduced. Furthermore, the applicant has demonstrated that, whilst taking on board the site constraints, including the need to keep the existing schools operational throughout construction and the need to satisfy Sport England requirements, the proposed buildings have been sited so as to reduce, as much as possible, their overall impact on the openness and visual amenities of the Green Belt. It is therefore accepted that the development proposed presents the least worst option in terms of its impact on the openness of the Green Belt in this instance.

With regard to educational need the submitted Design and Access Statement confirms that the current buildings on site are time expired and in need of comprehensive replacement. Accordingly, the proposals have come forward, via the Education Funding Agency (EFA), under the Government's Priority School Building Programme (PSBP), which aims to deliver low-cost, smaller and standardised school buildings where they are needed most, based on a national audit of the school estate.

Over the past few years the Council has undertaken a comprehensive primary school expansion programme to ensure the growing need for school places has been met. The increase in population, which has in turn led to increased demand for school places, has been well documented. That need is now moving into the secondary school sector and across London and within Hillingdon there is now a growing need for secondary school places. The applicant has provided forecast figures, produced by the Council, which show an additional need for 799 pupil places by 2017 and a growing need thereafter up to 2020. The Council's Education Services Team has confirmed the need to expand these two schools and their support for the proposals. Although Abbotsfield is currently under subscribed, based on current forecast figures, it is fully anticipated that the places will be filled in the future. The need for the development is fully acknowledged and accepted.

In terms of consideration given to alternative sites the applicant has highlighted that in considering this, especially for two large and long-established schools, it is important to have regard to the home location of pupils attending those schools. The applicant has confirmed that for both schools, nearly all pupils are drawn from the south of the borough

(south of the A40) and that 90% of them are residents in the borough. Over a third of pupils in both schools live in Hillingdon East ward (in which the schools sit) and Charville ward (immediately to the east of the schools). These two wards provide a natural catchment for the schools and the location of any proposed site in relation to these two wards is extremely important.

After Hillingdon East and Charville wards, the next highest percentages are pupils from Botwell and Townfield wards, further south. Therefore the location of the schools also needs to be accessible to those areas. Furthermore, it is anticipated that when Abbotsfield changes to a co-educational school it will have a more local catchment.

The nature of the surrounding area is largely residential and open spaces which are available are designated as Green Belt and/or open space. Officers are fully aware of the difficulty of finding a site of sufficient size and in the right location which could accommodate the schools and are not aware of any such sites existing. Furthermore, it must be noted that the nearest alternative secondary schools, which include Hewens, Bishopshalt and Uxbridge High are all also located within the Green Belt and so offer no better alternatives for expansion than Abbotsfield and Swakeleys. Officers are fully satisfied that there are no more appropriate alternative sites available which would be capable of better meeting the need. Notably this argument has also been accepted by the GLA.

Notably, whilst the GLA have accepted the very special circumstances put forward by the applicant and have, as such, raised no objections to the principle of the development, in their detailed comments, in discussing the positive reduction in the footprint of built development on site and resulting quantitative improvement in physical open space across the site, they state:

"...officers encourage the Council to take steps to designate this newly open space as Green Belt, which is considered to compensate the partial loss of the Green Belt."

The benefits of increasing the amount of physical open space here are acknowledged and supported but this statement is considered to be misleading. For the benefit of doubt, both school sites are, in their entirety (including the built form, playing fields and associated facilities) already designated as Green Belt and there will be no change to this designation as a result of the development.

Impact on playing fields:

The proposed development would result in alterations to the layout of the site, which would affect playing field provision. Paragraph 74 of the National Planning Policy Framework states that:

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

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

In this instance, the proposed new buildings and car parks would be built on the school's

existing playing fields. Following construction of the new and demolition of the existing buildings the playing fields would be re-provided in the location of the existing built area. The applicant has provided a detailed analysis of existing and proposed playing field and pitch provision which demonstrates that once complete there will be no loss in the quantity or quality of pitch provision at the schools and that there would be a small overall gain in the amount of general playing field provision. Sport England have notably raised no objections to the proposed scheme, subject to conditions to ensure the quality of playing field provision and to require community use of the schools' sports facilities.

With regard to the required community use, whilst resident concern regarding this is noted, both Sport England and the GLA have advised that conditions must be attached to the consent to ensure this is provided in accordance with London Plan policy 3.18 and NPPF policy. Additional conditions would be attached, should planning permission be granted, to ensure residential amenity is safeguarded.

Conclusion:

The proposal is considered to fully comply with strong local, regional and national policy support for new, enhanced and expanded educational facilities. It is considered that the need for the development and the lack of alternative available sites amounts to a case of very special circumstances sufficient to justify an exception to Green Belt policy. Furthermore, no overall loss of playing field or sports provision would occur as a result of the development and so no objections have been raised from Sport England. On this basis, 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 new schools. Residential density is therefore not relevant to the consideration of this application.

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

The site 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.

Notwithstanding the above, the Greater London Archaeological Advisory Service (GLAAS), whilst not a statutory consultee, have nevertheless provided comments recommending that a desk based assessment and geophysical survey should be undertaken prior to any decisions being made on the application, in order to ensure that the site has no significance for archaeology.

Given that GLAAS acknowledge that the area is relatively sparse in recorded archaeology, it is unclear why a condition requiring such surveys to be carried out prior to the commencement of development would not be suitable in this instance. This approach has been taken at other schools in the borough.

It is therefore recommended that a condition is attached to this application, should planning permission be granted, which would effectively serve to ensure there was no impact on archaeological remains of significance.

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

This issue has been addressed to some extent in part 7.01 of the report. The existing

school buildings, combined with areas of hardstanding such as car parks and playgrounds, occupy a large and sprawling footprint in a central part of a site otherwise characterised by large areas of playing field. Furthermore, whilst those buildings are relatively low-rise, they are located at a ridgeline of the site, which gradually slopes down from the location of the buildings towards the north, with a difference of up to 12m between the lowest and highest parts of the site. Accordingly, they occupy a prominent position within the site.

Although the two new main school buildings proposed as part of the redevelopment would be three-storeys high and of a significant size and scale they nevertheless break up the existing sizeable footprint of development on the site and are located such that, in Green Belt terms, taking into consideration other site constraints and the operational requirements of the schools, they occupy the least obtrusive parts of the site, thus opening up key views, as much as is possible, across the site.

The Design and Access Statement demonstrates that various options for the siting of the proposed buildings and associated facilities have been explored. A number of factors, including the need to reduce the impact of the development on the openness of the Green Belt, Sport England requirements, operational requirements of the schools, impact on residential amenity and the need to keep the existing buildings operational throughout construction have influenced the location of the buildings, as have detailed pre-application discussions with statutory consultees, including the GLA.

The proposed new Abbotsfield School would be located in one of the lowest parts of the site. It would be seen against a backdrop of two-storey residential properties to the north and woodland to the east. Its location ensures that the number of sports pitches and quantum of playing field across the site can be maintained and that public open views across the site are retained as much as is possible. The location also seeks to limit the amount of hardstanding required to provide access ways into the site to car parks and school buildings, which is an important consideration in terms of Green Belt impact.

The proposed new Abbotsfield Sports Hall would sit behind (south) of the main school building and would be much smaller than the main building. Given the operational requirements of the school and Sport England requirements, it would not be possible to locate it more discreetly.

With regards to Swakeleys School, this would be located towards the south east side of the site, as at present. The applicant again looked at various options for the siting of the building, including locating it along the tree line to the north east. However, due to the requirement to retain access from Sutton Court Road and ensure no loss of playing field and associated sports facilities, this was not possible.

Taking into account the site constraints and the operational requirements of the school, it is considered that the proposed location of the Swakeleys School buildings, which ensure open views are retained from Pole Hill Road, Charville Lane West and Clifton Gardens, is justified.

The Vocational Training Centre (VTC) would be located to the west of the site, adjacent to the existing Abbotsfield caretaker's house and the Clifton Gardens entrance. It is understood that, whilst it is closely affiliated with Abbotsfield School, that it is nevertheless an independent facility, hence the desire to locate it separately from the main school sites. Whilst arguably it would be preferable to limit the dispersal of the built form across the site, given the relatively minor nature of the building and that it would be seen in context with the

residential area of Clifton Gardens beyond, its location is, on balance, considered be acceptable.

Although development would be more dispersed across the site as a result of the proposals, the scheme would nevertheless result in a 23% reduction in the built footprint across the site and this in itself would lessen the impact on the development on the Green Belt. Given this, combined with the very special circumstances argued for the development, as discussed in part 7.01 of this report, and the justification given for the proposed site layout, it is not considered that the proposed development would have such a detrimental impact on the openness or visual amenities of the Green Belt that refusal could be justified.

7.07 Impact on the character & appearance of the area

Public views into the site are relatively limited. However, views are available from the Clifton Gardens entrance, proposed Sutton Court Road entrance and from the public footpath which runs between Charville Lane West and Pole Hill Road. Views from Pole Hill Road itself are limited due to vegetative screening, but glimpses of the Swakeleys School site are visible, particularly from the existing access.

The siting of the proposed buildings is such that long-distance views across the Green Belt from all these viewpoints has been maximised as much as possible. Given the set back of the buildings from areas of public view and that open views are retained from these points across the site it is not considered that the proposed development would have any significant impact on the visual amenities of the Clifton Gardens, Sutton Court Road, Charville Lane West or Pole Hill Road streetscenes or the surrounding area.

7.08 Impact on neighbours

Despite its Green Belt location and the presence of woodland (Home Covert) to the east, the site falls within a predominantly residential area and is bounded by residential properties to the north, west and along parts of its southern and eastern boundaries.

The nearest residential properties to the proposed development are located in Sutton Court Road (to the north of the proposed Abbotsfield main school building) and The Larches and The Dingle (to the west of the proposed main Swakeleys School building). The nearest property to the proposed VTC is the Abbotsfield School caretaker's house.

With regard to the Abbotsfield School buildings, these would be located towards the north east corner of the site, nearest to properties in Sutton Court Road. The Council's GIS mapping system indicates that a narrow alleyway runs between the residential gardens and the school's fence line. Although one or two residents have referred to this in their comments, site visits/aerial photos suggest that many have extended their gardens into this area such that it no longer serves any meaningful purpose and is, for the most part, impassable. Therefore, for the purposes of this report, it has been assumed that the residential gardens of numbers 108 - 174 Sutton Court Road (even numbers only), extend to the fence line with the school.

Following significant objection from residents over its proximity to their properties, the applicant submitted amended plans which moved the main building 10m further to the south. As a result, it would be located approximately 53m away from the rear elevation of the nearest property in Sutton Court Road and approximately 22m from the school's boundary. The sections provided show that despite the change in gradient of the land across the school site, the building would not be located on significantly higher ground than nearby residential properties.

With regard to Swakeleys School, the main school building would be located approximately 54m away from the nearest properties, which are located in The Larches to the west of the site. It would be located approximately 31m from the nearest part of the school's boundary.

The proposed VTC building would be located approximately 16m to the east of the Abbotsfield caretaker's house. High level windows in its west elevation would notably serve a void space above workshops below and so would cause no overlooking to occur.

Residents' very strong concerns over loss of privacy, loss of light, loss of outlook and over dominance of the buildings are acknowledged.

With regard to concerns regarding loss of view and loss of outlook, which have been raised by many residents, including those in Sutton Court Road, Silver Way and The Larches, it must be noted that whilst in planning terms individuals do not have a right to a view over someone else's land, issues such as over prominence and overshadowing, which can affect outlook are valid planning considerations.

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 the development would lead to such a detrimental impact on residential amenity in terms of over shadowing, over prominence, loss of privacy or loss of outlook that refusal could be justified.

In terms of the proposed car parks and drop-off/pick-up facilities, those proposed for Swakeleys would be located relatively centrally to the site and so would have very limited impact on residential amenity. In fact, by giving parents somewhere to more easily drop-off/pick-up their children and through providing a dedicated turning space, it is anticipated that this would help to reduce some of the current issues experienced with congestion, noise and disturbance in Clifton Gardens.

The staff car park and pupil drop-off/pick-up area for Abbotsfield would be located close to the site's northern boundary. In terms of visual impact, a small buffer zone would be created to accommodate a swale, between the staff car park and school boundary. Full details of proposed planting and boundary treatment would be required by way of condition. However, it is considered that with existing vegetative screening within residential gardens and the potential to improve this through additional planting or fencing within the school site, that this would not have such a detrimental impact that refusal could be justified.

A small area of Council owned land, which falls outside the application site, would provide an approximately 18m wide buffer between the drop-off/pick-up area and residents' gardens such that it would not immediately abut residential gardens. Given the distance this would afford, and that this area would only be in use during peak morning arrival and afternoon departure times, it is not considered that this would have such an unacceptable impact on residential amenity that refusal could be justified.

Several residents have raised concerns over perceived light pollution from floodlights. No floodlighting of the external sports facilities is proposed as part of this application. Issues

relating to noise and disturbance from the development will be addressed later in this report.

Overall, whilst the new development would inevitably result in school buildings and associated facilities being sited closer to residential properties than is the existing situation, it nevertheless fully complies with current Council policies and guidelines relating to residential amenity. It is not considered that it would result in such overshadowing, loss of privacy, loss of outlook or over dominance that it would have such a detrimental impact on residential amenity that refusal could be justified.

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 Department for Education standards, would provide an appropriate environment for the future staff and pupils.

On all floors, general teaching classrooms would be located around the building perimeter, with uses less sensitive to daylighting, such as drama studios and music practice rooms located internally. The library and SEN facility, although located centrally, would receive light from the central atrium. Roof wells would provide light to other internal spaces at second floor level, such as the sixth form and science classrooms. An Internal Daylight Assessment has been provided which indicates acceptable levels of daylight could be achieved within the new buildings.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is proposed to demolish the existing Abbotsfield School for Boys, Swakeleys School for Girls and Innov8 Vocational Training Centre (VTC) buildings and to redevelop the site to provide two new and expanded schools, with associated facilities, and a replacement VTC. Whilst Swakeleys would remain an all girls school, Abbotsfield School would become co-educational following the redevelopment. A Transport Assessment (TA) has been submitted in support of the application.

Pupil numbers/capacity

Abbotsfield School is currently operating under capacity with just under 500 pupils on roll and 71 full time equivalent (FTE) staff. Nevertheless, it must be noted that it has a consented capacity for 1,070 pupils with 152 FTE staff and planning permission would not be required for it to operate at this capacity within its existing buildings. The proposed new school would accommodate 1,600 pupils (including 250 sixth form students), representing an approximately 1,100 increase over existing numbers and a 530 increase over existing consented capacity. The new school would be served by up to 177 FTE staff.

Swakeleys School is currently operating at close to capacity with 1,131 pupils on roll and 109 FTE staff. Its consented capacity is for 1,150 pupils and 113 FTE staff. The proposed new school would accommodate 1,550 pupils (including 350 sixth form students). This represents a 419 pupil increase over existing numbers on roll and a 400 increase over consented capacity. The new school would be served by 142 FTE staff.

In total, combined, the new schools would have capacity for 3,150 pupils and 319 staff, representing a total increase in pupil numbers of 1,522 over current numbers on roll and 930 over existing consented capacity. For staff it represents an increase of 139 over existing numbers and 54 over numbers if the schools were both operating at capacity.

It is understood the VTC would employ eight staff and that pupils would either come from Abbotsfield or be bussed to the site from other local schools.

Access

The main vehicular access to both schools for staff, parents, pupils, visitors and service vehicles is currently via Clifton Gardens. A secondary vehicular access to Swakeleys School only exists from Pole Hill Road. The TA states that it is used "sporadically" although it acknowledges that it provides access to informal parking, backing up residents' claims that it is used regularly.

Pedestrian access is currently available via Clifton Gardens, Sutton Court Road, Pole Hill Road and Charville Lane West. This would be retained.

It is proposed to create a new vehicular access via Sutton Court Road to serve Abbotsfield School. The existing Clifton Gardens access would be retained and would serve Swakeleys School and the VTC only. The Pole Hill Road access would be retained but it would not provide direct access to any car parking areas and, as such, would predominantly be used by maintenance vehicles and for access the caretaker's house.

Concerns have been raised by residents over the retention of the Pole Hill Road access due to the associated congestion at peak times. It must however be noted that this is an existing unrestricted access to which no alterations are proposed. The Council's Highway Engineers have advised that given the location of the schools' main entrances, the impact on Pole Hill Road would not be so significant that its permanent closure could be justified. Should planning permission be granted conditions would however be attached to require submission of a parking management strategy and servicing and logistics plan to cover the whole site. This would enable greater long-term control over that access.

Sutton Court Road residents have raised strong concern over the creation of a new access to Abbotsfield School with some being fundamentally opposed to it due to the resulting increased traffic, congestion and parking pressures this would bring to Sutton Court Road, highway and pedestrian safety matters directly related to the creation of a new junction here, and noise and disturbance to residents.

The creation of an access here would inevitably lead to increased traffic and vehicle movements in Sutton Court Road and surrounding roads at peak school start and finish times. However, it would help to remove some of the pressure which would otherwise be on Clifton Gardens and assists in spreading the impacts of the development and dispersing traffic across a wider area to reduce the overall impact on the local highway network.

The TA advises that drop-off and pick-up currently takes place on the internal road between Clifton Gardens and the school buildings (although no formal facility or turning area is provided for this) and on Clifton Gardens itself. Some vehicles also use Sutton Court Road and Pole Hill Road. Coaches also use Clifton Gardens to access the schools.

To help mitigate against the impacts of the development formal drop-off and pick-up facilities, capable of accommodating 25 vehicles each and with turning space to enable vehicles to enter and exit in forward gear, would be provided for each school. For Clifton Gardens in particular this is fundamental to addressing some of the existing issues which exist due to the lack of turning area within the cul-de sac. However, this would also assist in relieving some of the parking stresses which would otherwise be experienced on Sutton Court Road and is considered to be a key and important mitigation measure.

Unlike primary school children, who often require parents to accompany them to the

classroom, secondary aged children are likely to be much more independent and, as such, a relatively quick turn around of spaces can be expected. If managed properly this could remove a significant number of cars off the road and relieve pressure for on-street parking. Should planning permission be granted a condition would be attached requiring the submission of a detailed management plan for these areas to ensure their efficient operation.

No detailed junction design has been provided at this stage. However, officers within the Council's Highway Team have carefully considered the proposals and consider that it would be feasible to provide a safe access in this location (albeit that some modifications to the current road layout may be required to ensure safety). Accordingly, detailed design of the junction to be accompanied by relevant road safety audits would be required by way of a S106 agreement.

Parking

For Abbotsfield a total of 110 staff car parking spaces, including 11 disability standard spaces, would be provided in addition to cycle parking for up to 160 bicycles. For Swakeleys staff parking for 113 cars, including 8 disability standard spaces, would be provided in addition to storage for up to 170 bicycles. 10% of all new spaces would be served by electric vehicle charging points with an additional 10% created with the required electrical feeds to accommodate additional charging posts at a later date, in compliance with London Plan policy.

In addition to the above, the plans indicate that an existing 37 space car park would be retained to the south west of the proposed VTC building. The TA is silent on this fact and, as such, it is unclear who the intended users of this car park are (ie, staff, visitors, pupils or parents). It is assumed it would predominantly serve any staff overspill parking from the schools (the VTC only employs a maximum of eight staff). It is important to strike an appropriate balance with regards to parking provision to ensure that sufficient parking is provided such that the development would not lead to an unacceptable increase in on-street parking but to also ensure that so much parking isn't provided that it encourages people to drive. With a total provision across the site of 260 spaces, which would serve 327 staff (including eight VTC staff), the proposed parking provision is considered to be relatively generous, particularly when compared to other schools, and it is not considered that it would lead to such a significant increase in demand for on-street parking that refusal could be justified.

TfL have notably objected to the cycle parking provision, advising that it falls 149 spaces short of London Plan requirements. However, compared to existing provision a significant number of spaces are proposed for each school. Furthermore, it must be noted that the schools will take several years to reach full capacity. Therefore, rather than over providing, it is considered that cycle parking provision should be reviewed through the Travel Plan with additional provision to be created as and when demand dictates.

Impact on the surrounding highway network

Residents concerns regarding use of surrounding streets as a rat run by traffic avoiding Long Lane are noted and it is acknowledged that this contributes to congestion in and around the schools. This will have been taken into consideration in the Transport Assessment. Concerns regarding increased congestion, parking demand, inconsiderate driver behaviour and associated highway and pedestrian safety issues are also noted.

The Transport Assessment confirms that the worst case scenario has been considered

when undertaking the assessment. It confirms that with the exception of the Long Lane/Uxbridge Road junction, all other junctions within the surrounding area would operate within their capacity with or without the development. The Long Lane/Uxbridge Road junction would by contrast operate above capacity with or without the development. The school would inevitably contribute to congestion at that junction.

TfL have advised that they have recently upgraded that junction through the introduction of Split Cycle Offset Optimisation Technique (SCOOT), which enables the automatic adjustment of traffic signal timings to optimise traffic flow through the junction. TfL have advised that as this has only recently been implemented its impact on the junction is still being reviewed. Accordingly, it is recommended that the impacts of the development on the junction are reviewed on a regular basis as the pupil cohort at the school increases, to ensure the use of SCOOT is optimised.

With regards to more localised congestion in Clifton Gardens, Sutton Court Road and Pole Hill Road, it must be noted that congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times and traffic disperses relatively quickly. Whilst it is acknowledged that surrounding roads will become congested at peak pick-up and drop-off times, it is anticipated that the proposed drop-off and pick-up facilities will assist in reducing some of the parking stress and congestion on local roads. It is acknowledged that many parents choose to drop-off/pick-up their children as close to the gates as possible, but a walk of more than 5 minutes is not considered unreasonable for the age of children who will be attending the school and the Travel Plan will assist in encouraging a more sensible approach to this from parents, students and staff. It will also 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.

Mitigation measures

The applicant has advised that the schools' existing Travel Plans are several years old, out of date and not implemented by the schools. A draft Travel Plan has been provided in support of this application which it is understood is supported by both schools. Accordingly, through the redevelopment of the schools and the implementation of a new Travel Plan (which would be required by way of S106 agreement) which both schools will take responsibility for implementing, it is expected that proposed measures could be effective in encouraging use of more sustainable modes of transport amongst pupils and staff, raising awareness of traffic and road safety issues amongst pupils and parents, spreading the peak demand period, etc, will all contribute towards reducing the impact on the schools on the surrounding highway network.

A number of physical mitigation measures are also proposed in order to increase highway safety and encourage walking and cycling. The applicant has carried out Pedestrian Environment Review System (PERS) and Cycling Environment Review System (CERS) audits of the local area. These review the local area with a view to assessing what improvements might be needed to encourage walking and cycling. The audits recommend a number of measures, such as resurfacing or degraded sections of footway, introduction of tactile surfaces at road junctions, improvement of dropped kerbs, better signage for cyclists, improved lighting, etc, are required within a number of surrounding roads. These measures would be secured by way of S106 agreement.

The TA also recommends the introduction of 20mph speed limits on Clifton Gardens and

Sutton Court Road, as these are the principle accesses to the schools and this would assist in reducing the risk of collision.

The TA also recommends regular review of the Long Lane/Uxbridge Road junction as discussed above. All these measures would be secured by way of S106 agreement.

TfL comments

TfL are generally supportive of the proposed scheme. However, they have requested that a number of matters are addressed.

PERS and CERS audits have been carried out as per TfL's recommendation. Requirements for additional cycle parking, a revised Travel Plan, a Delivery and Servicing Plan, a Construction Logistics Plan and a Car Park Management Strategy can all be secured by way condition or S106 agreement.

Although not supportive of the provision of drop-off and pick-up facilities as they believe this encourages people to drive, TfL have verbally confirmed that this is a local and not a strategic matter and so the ultimate decision as to its acceptability should lie with the Council. The Council's Highway Engineers strongly feel that such facilities are required taking into account the nature of the local highway network, which is characterised by relatively heavily parked residential streets, and they have advised that it would be difficult to support the scheme without them. Furthermore, given the size of the schools, it is not considered that the facilities would encourage people to drive but that they would assist in alleviating some of the very local pressure for on-street parking.

TfL also advise that additional traffic impact assessments should be undertaken and the mitigation measures must be proposed to improve the Uxbridge Road/Long Lane junction. As stated above, due to the recent upgrade of the Long Lane/Uxbridge Road junction sufficient time must be allowed to assess the impacts of that prior to proposing any additional mitigation measures. Accordingly, it is recommended that an ongoing review of this junction is secured by way of the S106 agreement.

Contribution towards increased bus capacity

TfL have requested a contribution of £2,265,500 towards the provision of six additional buses at a cost of £75,000 each for a period of five years and to include a £15,500 contribution towards bus stop improvements on Long Lane, to accommodate the additional demand the school would create. Further discussion with TfL will be undertaken to resolve this matter.

This is a large sum which could significantly affect the viability of the scheme and officers remain unconvinced that such a contribution is reasonable, justified or that TfL's grounds for seeking it are sufficiently robust.

TfL's assessment is notably based on existing pupil and staff numbers rather than the schools' permitted capacity. Given that the Local Planning Authority has no control over the existing accommodation and number of pupils it could accommodate it is considered that the baseline for assessment should be based on the existing schools' maximum capacity and therefore TfL's request is difficult to justify.

Taking the above into consideration, contrary to Regulation 122 of the Community Infrastructure Levy Regulations 2010, it is not considered that TfL's request is fairly and

reasonably related to the scale of the proposed development.

TfL have also failed to consider that pupil numbers at the schools will increase incrementally over a number of years and they will not be operating at full capacity on first opening. Officers in the Council's Education Team have confirmed that it is likely to take a number of years for Abbotsfield in particular to reach capacity. The contribution requested should be based on actual and not hypothetical pupil numbers.

The proposed contribution is considered to be unreasonable and open to challenge in this instance and officers are currently negotiating with TfL over the level of contribution required. The principle of a bus contribution is not disputed, just the level of contribution. A bus contribution is therefore included as a head of term.

Conclusion

Subject to the above mentioned proposed mitigation measures, which would be required by way of a S106 agreement or conditions 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

The two new main school buildings would be very similar in their size, scale, massing, height and design. Their "superblock" design reflects the Education Funding Agency's (EFA's) requirements for efficient and cost effective buildings which can be delivered quickly by containing the majority of school facilities within a single building footprint. Whilst the size, scale and height of the buildings is undesirable, particularly given the site's Green Belt location, the applicant has demonstrated that a number of options have been explored in order to ensure that the proposed site layout limits, as much as is possible, the overall impact of the development on the Green Belt and it is accepted that the layout and designs proposed are a satisfactory compromise between delivering cost effective and much needed school facilities and overall visual impact.

Although no detailed proposals or designs were put forward to officers, pre-application discussions regarding the general site layout were nevertheless undertaken and the siting of the proposed buildings generally accords with the advice provided. It is understood that more detailed pre-application discussions were held with the GLA and, as reflected in their stage 1 response, in this instance the GLA have placed considerable weight on the need to reduce the overall built footprint of development across the site. Any proposals to reduce the scale, massing or height of the proposed buildings would inevitably lead to a greater built footprint across the site. It is clear that this would not be acceptable to the GLA.

The proposed three-storey blocks would be of a simple and functional design, the only articulation added through the use of fenestration and coloured accent panels.

Abbotsfield would have a dark grey engineering brick base (or similar) with grey render above. Coloured orange and red accent panels adjacent to the windows would provide some colour and animation to the facades. This design and use of materials would be reflected in the VTC buildings. The sports hall would have a grey brick base with red render above, reflective of the colours used in the main building.

Swakeleys would have a red brick base with an "earth" coloured render above. Yellow and green accent panels would be used adjacent to the windows. The sports hall would have a

red brick finish with green render above.

Given the constraints of the project, the distance of the proposed buildings from the nearest residential properties, the limited public views available across the site and the need for the development, the development is considered to be acceptable on urban design grounds.

Notably, the GLA have raised no objections on design grounds. They have however recommended that the use of timber cladding would be preferable to render as this has a tendency to stain over time and requires regular maintenance. Officers concur with the view and in addition to the standard materials condition an informative added to encourage this.

- Security

Several Sutton Court Road residents have raised concern about perceived increased security risk to their properties and personal possessions as a result of the location of the proposed new Abbotsfield school block and have suggested that increased security measures, such as CCTV, need to be installed along the school's northern boundary to prevent this.

The northern boundary comprises approximately 2.1m high galvanised steel blunt-topped palisade fencing, which is in good condition. There are no proposals to replace this and, given the height, type and condition of this fencing nor could this be justified. However, additional fencing is proposed in and around the school buildings to ensure a secure site can be provided.

It must be noted that whilst the proposed Abbotsfield building will indeed be much closer to residents' properties than the existing, that this area of the site is nevertheless still used by the school. It is currently an area of open playing field with little in the way of natural surveillance due to its location away from the principal school buildings. It was noted during one of the site visits carried out to the site that at that time the school gates were open at both the Sutton Court Road and Clifton Gardens access points allowing anyone to easily walk onto the site unsupervised and the Transport Assessment confirms that the Sutton Court Road gates are indeed not locked during the school day. In reality, the proposed development is likely to increase security of this area of the school, in addition to that of the playing fields to the west, as windows are proposed in all elevations of the building, allowing increased passive surveillance of these areas, whilst proposed tree screening would help to ensure that residents privacy is maintained.

The submitted Design and Access Statement confirms that security has been considered by the applicant and that a number of measures would be incorporated into the design of the scheme. The Metropolitan Police Designing Out Crime Officer has raised no objections subject to a condition requiring the development to achieve Secure by Design accreditation. This will require the applicant to fully consider security measures, including CCTV, in and around the building. On the basis of the above, it is not considered that refusal could be justified on security grounds.

7.12 Disabled access

The submitted Design and Access Statement confirms that the proposed development will achieve reasonable levels of accessibility with level access provided throughout, appropriate signage, disability standard parking bays and provision of lifts.

It confirms that the development will comply with relevant educational design standards

(BB98) and Part M of the building regulations.

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, that the proposed lifts should be access controlled and that an emergency evacuation plan should be provided in order to demonstrate how those unable to use the stairs will be catered for in an emergency. The development would be required to fully comply with the requirements of BS8300, the Equality Act 2010 and current Building Regulations relating to accessibility. Accordingly, it is not considered necessary to attach a condition requiring details of how a changing places facility would be incorporated into the scheme or further details of the lift. Consistent with the approach adopted at other school developments, conditions would be attached regarding the fire evacuation plan however.

It is considered that, subject to conditions, acceptable levels of accessibility would be achieved across the development.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

- Trees/ Landscaping

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.

Following an initial lack of any detailed information pertaining to trees and landscaping detailed arboricultural reports have been provided.

In this case, limited tree removal would be required with the majority of trees across the site being located close to the site boundaries and thus away from existing buildings to be demolished or proposed new development. However, the removal of a small number of high quality grade A and B trees to facilitate the development would be required. Whilst the removal of Grade A trees would not normally be considered acceptable and the removal of Grade B trees is undesirable, the trees to be removed notably have limited amenity value from public areas outside the school site. This, combined with the educational need for the development is considered to amount to such exceptional circumstances that the removal of the trees can be justified in this instance. Furthermore, this is an extensive site with ample opportunity for replacement planting.

A landscape masterplan has been provided which, although extremely limited in its detail, indicates that proposed tree planting would be in and around the proposed new car parks and access routes and, following the submission of amended plans, to the north of the proposed Abbotsfield main school building, to provide some screening to residential properties. A wildflower meadow is also proposed within a swale area in front of Abbotsfield building.

The provision of tree planting to the north of Abbotsfield School is supported. However, whilst several residents are in support of this, concern has also been raised that tree

planting could block light to gardens and habitable rooms. Full details of this, including quantity, size and species of tree to be planted would be required by way of condition to ensure the best possible planting scheme is provided which is successful in screening the building whilst ensuring that it does not lead to unacceptable overshadowing to the detriment of residential amenity.

Given the scale of the site and its Green Belt location it is considered that there is scope for further tree planting. This would be required by way of condition. 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. No objection is therefore raised to the proposals on landscaping grounds.

- Ecology

The applicant has submitted a Preliminary Ecological Appraisal, a Protected Species Survey Report and a Bat Survey Report in support of the scheme. These reports confirm that despite its location adjacent to Home Covert woodland, which is designated as a site of importance for nature conservation, that it has extremely limited potential for protected species. The surveys confirm that no protected species were found on the site and that no further surveys are required prior to start of construction works on site.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities would be provided within accessible locations for both schools. The proposed facilities are considered to be acceptable in the locations shown and full details would be required by way of conditions should planning permission be granted. notably, the Council's Waste Manager has raised no objections to the proposals. However, it should be noted that the schools ultimately have 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 some limited surface water pooling occurs within the current developed part of the site. It is also acknowledged that residents in Sutton Court Road have raised concern over flooding and indeed it was evident during site visits carried out in the winter months that water pooling and waterlogging occurs along the northern boundary, where the site is at its lowest.

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 and that developments should aim to achieve green-field run-off rates. The submitted Flood Risk Assessment (FRA) confirms that surface water would be controlled on site and that green field run-off rates would be achieved in accordance with London Plan policy. A number of measures are proposed to control run-off from the site, including the provision of swales, attenuation tanks, permeable paving and rainwater gardens.

The Council's Flood and Water Management Specialist has confirmed that the proposals comply with London Plan and Council policies and has, as such, raised no objection, subject to a condition requiring detailed information. However, the GLA have advised that, although the proposals are acceptable in flood risk terms, they fail to acceptably follow the Mayor's sustainable drainage hierarchy as set out in London Plan policy. They state that more sustainable drainage measures must be incorporated and refer specifically rainwater harvesting systems and green roofs.

The applicant provided a response to the Council's Flood Water Management Officer's initial comments, although in the most part this suggested that further details could not be provided until detailed design stage and that issues such as grey water harvesting and rainwater recycling would be "based on Client requirements." No additional information was provided by the applicant following the GLA's comments.

Whilst the applicant's response to the Flood Water Management Officer's comments is disappointing and their failure to provide any additional information following the GLA's feedback is regretful, subject to conditions requiring submission of further detailed information, the development is nevertheless considered to comply with minimum policy requirements and it is not considered that refusal could be justified.

It is considered that whilst it would have been helpful for more evidence to have been provided to demonstrate why some sustainable drainage measures were not feasible, the development nevertheless broadly complies with the sustainable drainage hierarchy as set out in policy 5.13 of the London Plan. Although it is disappointing that no justification is provided for the omission of a green roof (it is understood from pre-application discussions that this is due to cost reasons) it has been demonstrated that the development would not lead to any increase in the risk of flooding to sensitive receptors and that a number of sustainable drainage measures are nevertheless proposed such that it is not considered that refusal could be justified on these grounds.

With regard to rainwater harvesting the applicant suggests that the proposals provide opportunity for the collection of surface and roof water for re-use, although no details of this have been provided. A condition would be attached to ensure that such measures are incorporated into the final scheme and, as such, refusal on these grounds could not be justified.

The Government's strong policy support for applications which propose new and enhanced school facilities, and published policy which suggests such developments should only be

refused in exceptional circumstances, as mentioned in part 7.01 of the report, is reiterated. Significant weight must be given to this. Furthermore, it must be acknowledged that the scheme does propose a range of sustainable drainage measures (albeit that these may not be those preferred by the Mayor), it would not lead to any increased flood risk and that Hillingdon is the lead flood authority in this instance, but no objections have been raised by Council's Flood and Water Management Officer. Accordingly, notwithstanding the GLA's comments, on balance it is not considered that refusal could be justified on flood risk or drainage grounds in this instance.

7.18 Noise or Air Quality Issues

Air quality

Whilst the proposed development would inevitably lead to some increase in traffic and residents' concerns regarding pollution are acknowledged, it is not considered that this would be so significant that it would have such an unacceptable impact on local air quality over and above the existing situation that refusal could be justified. 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 such a significant increase in noise levels 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, it is located away from residential properties and notably no floodlighting is proposed. Accordingly, its use would be regulated by daylight hours in any case. Similarly, no floodlighting is proposed for the playing fields and, as such, their use would also be limited to daylight hours. An informative would be added to make the applicant aware that full planning permission would be required for floodlighting.

The Design and Access Statement and the Planning Statement both confirm that community use of the facilities is proposed and both Sport England and the GLA have specifically requested that conditions be attached to any grant of planning permission to ensure that this is encouraged. Residents' concerns over associated noise and disturbance from evening, weekend and holiday activities are noted. However, it is understood that out of hours use of the school facilities is currently uncontrolled and that the playing fields and other facilities could quite feasibly be used during evenings, weekends and holidays. Given this existing lawful position it would be unreasonable to restrict hours of use as part of this development. However, it should be noted that at both Sport England and the GLA's request a condition would be attached to any consent granted to require the provision of a Community Use Agreement. The schools' would be encouraged to restrict any community use of their facilities to reasonable hours through that agreement. As no floodlights are proposed, evening use of the facilities will be limited for much of the year in any case.

Residents have also raised concern over noise and disturbance from the new Sutton Court Road access and the drop-off and pick-up facility for Abbotsfield School. This access would predominantly be used during reasonable hours during morning school start times and afternoon school finish times. Conditions would be attached relating to delivery and servicing to ensure that residential and highway safety relating to its potential use by larger vehicles is safeguarded. The above mentioned community use condition would include details of access and parking outside school hours. Accordingly, it is not considered that this access would be used at such unreasonable hours or lead to such a significant increase in noise and disturbance that refusal could be justified. Notably, officers in the

Council's Environmental Protection Unit have raised no objections on these grounds.

7.19 Comments on Public Consultations

Point (iv) comments that house numbers and measurements should be shown on the plans. The plans, which are drawn to scale, clearly show adjoining houses. There is no requirement for them to specify individual house numbers or measurements.

All other concerns raised regarding residential amenity have been addressed in the report.

Numerous concerns regarding the impact of the development of the local highway network in terms of increased congestion and parking demand have been raised. Most of these have been addressed in the body of the report. However, specific concerns which haven't been directly answered will be provided below:

Point (xv) raises concerns over increased inconsiderate driver behaviour such as blocking of driveways, double parking and verbal abuse towards residents. This is a parking enforcement rather than a direct planning matter and could be resolved through more frequent visits from traffic enforcement officers to the schools during peak times.

Point (xvii) raises concerns over increased HGV traffic. A Delivery and Servicing Plan would be required by way of condition to ensure that the impacts of any large vehicles, which are accessing the sites, on the local highway network are limited.

Point (xx) suggests that yellow lines are needed to improve safety at junctions. Detailed design of the new junction to be created through the provision of the new access to Abbotsfield School, to be accompanied by relevant road safety audits, would be required by way of condition. Those audits would dictate what mitigation measures are required to ensure a safe junction is provided.

Point (xxii) suggests that Members of the Planning Committee should visit the area at peak school start/finish times prior to making a decision. This will be a decision for members of the Committee. However, it must be noted that the Committee comprises locally elected Members who are very likely to be familiar with the locality and the local issues.

point (xxiv) suggests that drivers of the U7 bus route should be consulted. TfL have been consulted on the proposals.

Point (xxviii) raises objections to the recent removal of poles from Pole Hill Road, which it is suggested was to facilitate construction. Officers have inspected Pole Hill Road, outside the properties mentioned, and found evidence that three bollards have been removed from the pavement in the past. However, work to the tarmac did not look to be recent and it would appear from visiting the site that these bollards have been removed historically. The reason for their removal is unknown.

Point (xxix) raises concerns over restricted access for emergency vehicles along Pole Hill Road. Congestion around schools and other sites during peak start/finish times, which could hinder emergency vehicle access, is a common occurrence. However, refusal could not be justified on these grounds.

Point (xxx) suggests that land close to the schools in Pole Hill Road should be used to provide a pick-up/drop-off area for the schools. The land in question is in private ownership and benefits from historic consents for residential development. This is not a viable option to the applicant.

Point (xxxix) suggests that a pedestrian crossing should be provided in Charville Road East for users of the U7 bus. This has not been identified as a required mitigation measure in the Transport Assessment or by TfL or the Council's Highway Engineer.

Point (xxxviii) suggests additional mitigation measures are required such as provision of pedestrian crossings, traffic lights, etc, in Sutton Court Road. A 20mph zone is proposed. A road safety audit associated with the proposed new access will be required by way of condition and any measures recommended in that audit implemented where possible and reasonable to do so.

Point (xxxvii) suggests that other local development should be considered to ensure traffic measures are considered cohesively. The Transport Assessment takes into consideration committed developments but it cannot consider proposals for development which have been refused planning permission such as that for the Tommy Flynn Public House.

Point (xxxviii) suggests a one-way system should be introduced within the school grounds to address traffic issues. The scheme has been designed taking into account a wide number of considerations including the operational requirements of the individual schools. It is not considered the proposed layout would have such a detrimental impact on the local highway network that refusal could be justified.

Points (xliii) and (xlv) raise concerns over construction. A Construction logistics plan will be required by way of condition to ensure the impacts of construction traffic are minimised. General nuisance from construction works is covered by Environmental Health legislation.

In terms of other points raised, a large number of these have also been addressed in the report.

Points (xlvi) and (lv) raise concerns over anti-social behaviour. There is no evidence to suggest that the development would directly lead to increased anti-social behaviour. Refusal cannot be justified on these grounds.

Points (l) and (li) raise concerns about property prices and suggest compensation should be paid to residents. These are not material planning considerations.

Point (lii) suggests that there should be a public enquiry to determine the school. The application must be determined in accordance with statutory guidelines and legislation.

Point (liii) raises concerns over subsidence. The scheme would be required to comply with relevant Building Regulations in this regard.

Point (lvii) raises concerns over the provision of a 'narrow lake' to the rear of properties in Sutton Court Road which could attract vermin. This is a proposed swale and would only be full of water in extreme flood events. There is no reason to believe it would attract vermin.

The concerns raised in the petitions have been addressed above and in the report.

Concerns were raised by Highfield Primary School over the impacts of the development on Charville Lane West. The Council's Highway Engineer has advised that at present both Abbotsfield and Swakeleys School are primarily served from Clifton Gardens. The proposed development will relocate Abbotsfield School further to the north and provide a new access from Sutton Court Road. In addition, both Abbotsfield and Swakeleys Schools

for Girls will include dedicated and separate new provision for drop off / pick up facilities onsite. Consequently, no significant increase in drop-off / pick up activity, along Pole Hill Road or Charville Lane West, is envisaged.

With regard to new comments raised on the second consultation, these are not material planning considerations. Issues associated with anti-social behaviour would be dealt with by the Council's Anti-Social Behaviour Team in conjunction with the Metropolitan Police. Trading Standards would deal with issues associated with licencing of the off-licence.

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, construction training 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

- Lighting

Residents have raised concerns over proposed floodlighting. As stated elsewhere in this report no floodlighting is proposed as part of this development.

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 proposal is considered to fully comply with current Local Plan, London Plan and national planning policies which seek to encourage the enhancement and expansion of existing educational facilities. No objections have been raised by Sport England over impact on playing fields and the applicant has argued a case of very special circumstances sufficient to justify the development in the Green Belt.

Whilst strong local resistance to the siting of the Abbotsfield building in particular is noted, the development in its entirety nevertheless complies with current policy and guidelines relating to overlooking, overshadowing and over dominance such that it would not have such a detrimental impact on residential amenity that refusal could be justified.

The development would inevitably result in increased traffic to/from the sites and the associated pressures this adds to the local highway network. However, with appropriate mitigation measures, which would be secured by way of a S106 agreement, it is not considered that it would have such an adverse impact on surrounding roads that refusal could be justified.

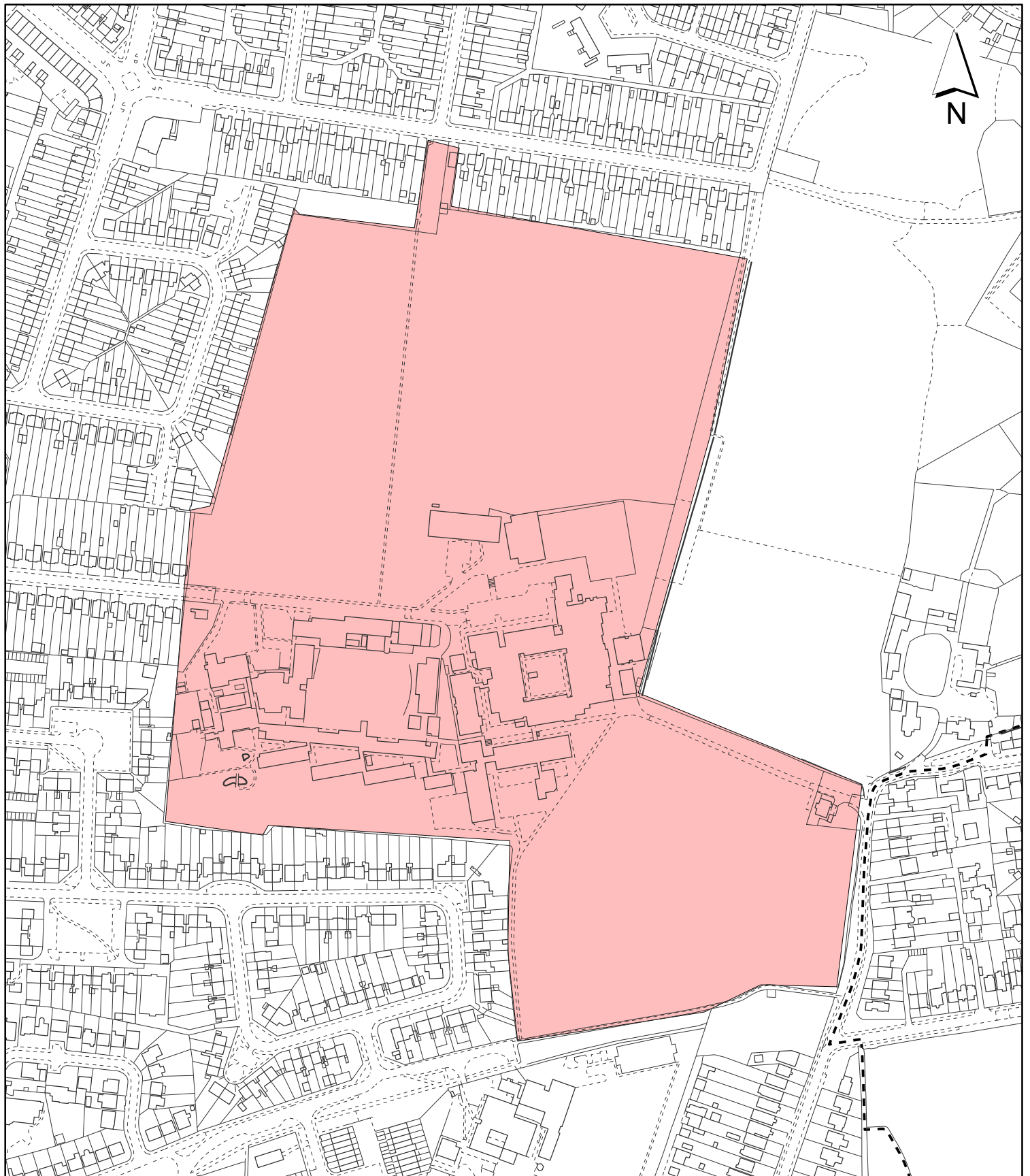
On balance, the development is considered to comply with relevant Local Plan and London Plan policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning and Enforcement to approve the scheme, subject to the appropriate referrals to the GLA and the Secretary of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

11. Reference Documents

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (2015)
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 Document - Planning Obligations

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Notes:

 Site boundary

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Site Address:

**Abbotsfield and Swakeleys School
 Clifton Gardens**

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

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

Planning Application Ref:

3505/APP/2015/3030

Scale:

1:3,500

Planning Committee:

Major

Date:

December 2015



HILLINGDON
 LONDON