

Report of the Head of Planning, Sport and Green Spaces

Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

Development: Erection of a multi storey car park and removal of existing surface parking spaces

LBH Ref Nos: 532/APP/2015/3349

Drawing Nos: Travel Plan Performance Indicators
Transport Assessment
MSCP Ground Conditions Statement
MSCP Landscape Design Statement
MSCP Visual Appraisal
MSCP External Lighting Report
MSCP Flood Risk Assessment
MSCP Ecology Assessment
MSCP Design Access Statement
MSCP Arboricultural Impact and Method Statement
5360-P+W-A-PL 62 A
5360-P+W-A-PL 61 A
5360-P+W-A-PL 63 A
5360-P+W-A-PL 64 A
5360-P+W-A-PL 65 A
5360-P+W-A-PL 67 A
5360-P+W-A-PL 68 A
13242-TLP-MSCP-002 Plants and Typical Materials
5360-P+W-A-PL 66 A
5360CP-PW-A-PL51 Location Plan
5360CP-PW-A-PL52 Existing Site Plan
5360CP-PW-A-PL53 Existing Site Elevations ES
5360CP-PW-A-PL54 Existing Site Elevations WN
5360CP-PW-A-PL55 Proposed Site Plan
5360CP-PW-A-PL56 Proposed Ground Floor
5360CP-PW-A-PL57 Proposed First Floor
5360CP-PW-A-PL58 Proposed Second Floor
5360CP-PW-A-PL59 Proposed Roof Plan
5360CP-PW-A-PL69 Proposed Cross Section
5360CP-PW-A-PL73 Proposed Fire Strategy.
5360CP-PW-A-PL74 Removal of Parking Spaces
13424-TLP-MSCP-01 Landscape Layout
Lighting Plan 1011761-BS00(63)1001
Lighting Plan 1011761-BS00(63)1002
MSCP Design Access Statement

Date Plans Received:	04/09/2015	Date(s) of Amendment(s):	09/09/2015
Date Application Valid:	28/09/2015		06/01/2016
			25/09/2015
			04/09/2015

1. SUMMARY

Planning permission is sought for the erection of a new multi storey car park (MSCP) on 3

/ 4 levels at Brunel University's Uxbridge Campus, on the site of an existing large surface car park. The car park is required to re-provide a number of parking spaces that will be lost largely as a result of building a new Advanced Metal Casting Centre (AMCC 2) Research Laboratory, which has been approved by Committee, subject to a S106 Agreement and conditions.

The proposed MSCP will replace 124 existing surface level parking spaces on the application site and 66 parking spaces lost due to the development of the research facility site. In addition, 70 surface parking spaces elsewhere within the University Campus will be removed as part of this scheme, in order to ensure that the University's agreed Travel Plan parking target is maintained. The proposal will result in a net gain of 24 car parking spaces across the University campus. These 24 additional spaces will bring the total campus wide parking provision (existing and approved but not yet implemented) up to the permitted 2,088 parking spaces secured under the 2004 masterplan outline permission.

It is considered that the works would not increase the developed area of the campus, and that the structure would not have a greater impact on the openness of the Green Belt in this location, having regard to the previously developed nature of this part of the campus. As such, the scheme would not amount to inappropriate development in the Green Belt. In addition, it is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt.

Views from the Greenway Conservation Area would be mostly unaffected, whilst the Hillingdon Village Conservation Area is located some distance from the application site and it is considered that neither of the conservation areas will be adversely affected by the proposed development.

The proposal will not have an unacceptable impact on the surrounding highway network or on the ecology of the area. Furthermore it will not result in a risk of flooding and it will not have any significant detrimental impacts on the amenity of occupants of the nearest residential properties.

The proposal is considered to comply with relevant Saved UDP and London Plan policies, in addition to objectives within the National Planning Policy Framework. Accordingly, approval is recommended, subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

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, numbers
5360CP-PW-A-PL51 Location Plan
5360-P+W-A-PL 61 A
5360-P+W-A-PL 62 A
5360-P+W-A-PL 63 A

5360-P+W-A-PL 64 A
5360-P+W-A-PL 65 A
5360-P+W-A-PL 67 A
5360-P+W-A-PL 68 A
5360-P+W-A-PL 66 A
5360CP-PW-A-PL55 Proposed Site Plan
5360CP-PW-A-PL56 Proposed Ground Floor
5360CP-PW-A-PL57 Proposed First Floor
5360CP-PW-A-PL58 Proposed Second Floor
5360CP-PW-A-PL59 Proposed Roof Plan
5360CP-PW-A-PL69 Proposed Cross Section
5360CP-PW-A-PL73 Proposed Fire Strategy.
5360CP-PW-A-PL74 Removal of Parking Spaces
Landscape Layout
1011761-BS00(63)1001 - Lighting Plan
1011761-BS00(63)1002 - Lighting Plan

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM7 Materials (Submission)

No development shall take place 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

- i) information relating to make, product/type, colour and photographs/images
- ii) The parapet enclosure to the new car park deck

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).

4 COM27 Traffic Arrangements - submission of details

Notwithstanding the submitted plans, development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. 10 disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 57 (20%) of the parking spaces shall be served by active electric charging points and 28 (10%) of the parking spaces shall be served by passive electric charging points.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015)

5 SUS6 Green Travel Plan

Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall comply with the current University Travel Plan (as amended) secured by the existing section 106 agreement dated 16 April 2004.

REASON

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

6 NONSC Parking Layout Strategy

Prior to the proposed multi story car park hereby approved being brought into use, details of the Brunel University campus wide car parking layout strategy, showing the redistribution of the car parking spaces for site 1 of the University campus shall be submitted and approved by the Local Planning Authority. The strategy shall include details of each parking space, locations of the parking redistributions, time of the implemented change, affected spaces for disabled users (including access routes for disabled users from each car parking space proposed), levels, support columns (where appropriate) and Electric Vehicle Charging Points (active and passive), together with a strategy for the monitoring and conversion of the passive points to active, in accordance with the demand.

REASON

1. Car parking spaces at different locations will be affected as a result of parking redistribution, but full details have not been submitted.
2. Parking spaces that have to be relocated as a result of the proposals must comply with the latest London Plan Policy.
3. To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2015) Policies 6.1 and 6.3.

7 NONSC Construction Phasing

Construction of the proposed multi storey car park (MSCP) hereby approved shall not commence until the AMCC2 research building approved under planning application reference 532/APP/2015/3350 has commenced.

REASON

1. In order to comply with the terms of the application. The Campus will be able to accommodate current parking demand without the MSCP, while the AMCC2 is under construction and student numbers remain below 15,000. The MSCP is therefore not required before the proposed AMCC2 construction commences.
2. To control the phasing of the temporary parking arrangements on the campus and to ensure that the University's agreed parking target is not exceeded, in accordance with the sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2015) Policies 6.1 and 6.3.

8 NONSC Parking Management Strategy

A Car Parking Management Strategy (CPMS), to include details on how car parking will be managed during the transition period whilst the multi storey car park is under construction and thereafter shall be submitted to and approved by the Local Planning Authority, prior to commencement of the development hereby approved. The strategy should include the programme of demolition and construction and timing for the removal of car parking

spaces and re-provision of spaces.

REASON

To control the phasing of the temporary parking arrangements on the campus and to ensure that the University's agreed parking cap is not exceeded, in accordance with the sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2015) Policies 6.1 and 6.3.

9 NONSC Land Restoration - Redundant Spaces

Prior to the proposed multi story car park hereby approved being brought into use, the proposed car parking spaces to be lost elsewhere on the campus, as identified on plan No. 5360-CP/74 shall be discontinued and the land restored in accordance with a scheme of landscape restoration, to be agreed by the Local Planning Authority.

REASON

1. To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).
2. To accord with sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2015) Policies 6.1 and 6.3.

10 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.

11 COM8 Tree Protection

The measures to protect retained trees shall be completed in accordance with the details set out in the submitted Arboricultural Implications Assessment and Arboricultural Method Statement dated 3rd September 2015 by the Landscape Partnership Ltd. An arboriculturalist shall be retained to supervise excavation and any work which may affect

trees. A Construction Method Statement and 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 in writing to the Local Planning Authority for approval prior to commencement of the development hereby approved. No site clearance works or development shall be commenced until these drawings and Construction Method Statement 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 Construction Method Statement and 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)

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

No development shall take place until a landscape scheme has been 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 Cycle Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Hard Surfacing Materials
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 surfing/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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources, the intensity of illumination and vertical and horizontal light spillage. Any lighting that is so installed shall not thereafter be altered.

REASON

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

14 NONSC Low Energy Lighting Scheme

No development shall commence until details of a low energy lighting scheme have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved details.

REASON

To ensure the development contributes to a reduction in carbon emissions in accordance with Policy 5.2 of the London Plan (2015).

15 COM30 Contaminated Land

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

- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and
- (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

16 COM31 Secured by Design

The car park 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). The car park shall not be brought into use 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.

17 COM5 General compliance with supporting documentation

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

Arboricultural Impact Assessment and Arboricultural Method Statement.
Air Quality Appraisal
Ecological Assessment

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. xx Local Plan: Part Two Saved UDP Policies (November 2012).

18 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in the 'Flood Risk Assessment', and demonstrate ways of controlling the surface water on site by providing information on:

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 should be provided 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 rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. Overland flooding should be mapped, for 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 and functionality (ie provision of survey) of the receiving surface water network conveying water to the River Pinn demonstrated
- ii. Identify vulnerable receptors, i.e. the Water Framework Directive status and prevent pollution of the receiving watercourse through appropriate methods;

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

Provide a management and maintenance plan 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.

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

REASON

(i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 (Flood Risk Management) of the London Plan (July 2011) and the Planning Practice Guidance

(ii) To ensure that surface water is handled as close to its source as possible in compliance with Policy 5.13 (Sustainable Drainage) of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 (Water use and supplies) of the London Plan (July 2011).

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).

2 153 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.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
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
EC5	Retention of ecological features and creation of new habitats
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL5	Development proposals adjacent to the Green Belt
PR22	Brunel University
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2015) Parking
LPP 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 8.2	(2015) Planning obligations
NPPF	
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3. CONSIDERATIONS

3.1 Site and Locality

The proposed multi storey car park (MSCP) will be located within site 2 of the University campus, on an existing large surface car park 5,659 m² or 0.5659 Hectares in extent. The site is located south of the University's North Loop Road, to the north of the Heinz Wolff Building and to the east of the Biology Annexe.

The proposal also includes the relocation of three zones of existing surface parking elsewhere on the south west corner of the campus, (adjacent to the railway cutting parallel to Cleveland Road and along the southern Loop Road), amounting to some 518m² or 0.0518 hectares, accommodating 70 car parking spaces. these spaces are to be decommissioned, so that the University does not exceed its agreed parking bay provision target.

The MSCP site has line of mature trees to the northern boundary with Uxbridge High School playing fields, as well as some lower level vegetation under the tree-line and a boundary fence which runs along most of the length of the boundary. The perimeter trees, boundary fence and hedging are to be retained, and additional ecological landscaping is proposed, to enhance the vegetation boundary between the campus site boundary and the school to the north.

To the east of the MSCP, is the existing single storey Bragg Building, with a campus road separating the two. The separating roadway gives vehicular access to and from the Halsbury Building and Hamilton Centre to the south and south east of the site. To the immediate south of the site, lies the Heinz Wolff building, a part 3 to 4 storey structure. To the west of the new MSCP site lies the single storey Biology Annexe. On the north east corner of the site itself is a greenhouse of approximately 161m², which is used by the university grounds-keeping staff. This will need to be relocated to another part of the campus in the gardener's compound. Across the North Loop Road outside the campus boundary, is the Uxbridge High School sports fields and a recently constructed school sports centre. The nearest residential property is approximately 90 metres away to the northeast in Cleveland Road, with the nearest to the northwest (Turnpike Lane) being approximately 130 metres away.

The site is currently a tarmac surface car park for university staff, students and visitors, with 6 no. existing trees within the site's curtilage. Access to the car park is un-controlled, other than vehicle barriers restricting access to the entire campus at the main entrance.

There is parking for 124 cars within bays, including 2 no disabled bays. The site is virtually level with a nominal fall of about 320mm from the north to south.

3.2 Proposed Scheme

Planning permission is sought for the erection of a split level multi deck car park (MSCP), providing a total of 284 spaces, 258 spaces within the MSCP itself and 26 surface spaces.

The purpose of the new MSCP is to re-provide a number of parking spaces that will be lost

as a result of building the new Advanced Metal Casting Centre (AMCC 2) Research Laboratory, which has been approved in principle by committee, subject to a S106 Agreement and conditions. This research building is to be situated in the south east corner of the main campus site, in the Science Park.

The proposed MSCP will replace the 124 existing surface level parking spaces on the application site and 66 parking spaces lost due to the development of the research facility site. In addition, 70 surface parking spaces elsewhere within the University Campus will be removed as part of this scheme, in order to ensure that the university's agreed parking target is maintained. The proposal will therefore be a net gain of 24 car parking spaces across the University campus. These 24 additional spaces will bring the total campus wide parking provision (existing and approved but not yet implemented) up to the permitted 2,088 parking spaces secured under the 2004 masterplan outline permission.

The proposed multi storey car park would be a part 3, part 4 level structure with the access ramps and stair cores being a maximum of 10.5m in height, but the majority of the structure being approximately 7 metres high.

3.3 Relevant Planning History

Comment on Relevant Planning History

Outline planning permission was granted on 19 April 2004 for the erection of 48,064 square metres of new academic floor space, 69,840 square metres of new student residential accommodation, ancillary floor space and infrastructure, provision of 645 additional parking spaces, improved access from Kingston Lane, new access from Cowley Road, highway improvements to Cleveland Road, improved pedestrian and cycle routes, landscaping and environmental improvements, involving demolition of 18,600 square metres of existing floor space. This outline planning permission included the provision of 645 additional parking spaces in addition to the existing 1,953 marked parking spaces on sites 1 and 2.

Planning permission was granted on 30/9/2003 for temporary car parking for a period of five years on the Southern Perimeter Road; new cycle and motorcycle storage, re-532/APP/2003/1790

These spaces were recently granted permanent permission.

109 car parking spaces were approved on the 27/11/2014, as part of three separate applications, with refs: 532/APP/2014/2160; 532/APP/2014/2163; 532/APP /2014/2161; The approved car parking spaces have not yet been implemented.

This Committee resolved to grant planning permission on 20/1/2016, for the construction of a research building, together with associated substation, car parking, access and landscaping (Ref:532/APP/2015/3349).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
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
EC5	Retention of ecological features and creation of new habitats
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL5	Development proposals adjacent to the Green Belt
PR22	Brunel University
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2015) Parking

LPP 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 8.2	(2015) Planning obligations
NPPF	
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd October 2015**

5.2 Site Notice Expiry Date:- **23rd October 2015**

6. Consultations

External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. 9 adjoining owner/occupiers have been consulted. Site and press notices were also posted. 3 responses have been received to the neighbour consultation, the contents of which are summarised below:.

1. The Brunel Travel Plan agreed that dependency on travel to the university by car should be reduced. Building a MSCP will increase the number of vehicles entering the university grounds.
2. Increased vehicle numbers will increase air pollution.
3. Removal of 70 temporary parking spaces will only be of benefit if the land is re-landscaped as it was prior to their construction.
(Officer note: This is covered by condition)
4. The construction of the MSCP will create a large amount of dust and particulates in the air, which will have detrimental health effects on nearby residents, Uxbridge High School staff and students, Brunel students and employees.
(Officer note: Construction impacts are controlled by separate legislation).
5. Increased air and light pollution
6. It will only be a matter of time before further increase in parking is requested by Brunel University
7. The construction of the proposed MSCP providing 284 spaces cannot be justified on the grounds of replacing the 66 lost by building the new research block.
8. The University should be seeking ways to reduce the number of cars visiting the site,
9. Brunel expansion still continues. A decade was more than adequate time for the Brunel expansion.
10. The open leafy nature of the campus should be retained.

GREATER LONDON AUTHORITY

No response.

(Officer Note: The GLA has taken the view in the past that free-standing car park applications are not referable under category 3F of the Mayor of London Order 2008).

HISTORIC ENGLAND

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The site lies outside any borough designated archaeological priority area and a nearby archaeological investigation recorded 19th century and modern deposits of low significance.

No further assessment or conditions are therefore necessary.

Please note that this response relates solely to archaeological considerations.

Internal Consultees

HIGHWAY ENGINEER

A transport assessment has been submitted to support two planning applications on Brunel University (BU) site (the BCAST2 building and multi storey car park). It was noted that the new research building will be used by the current staff, already employed at this University. Therefore, in terms of new trip generation, the impact of this proposal is considered to be minimal.

The Masterplan for the Brunel University site was submitted under the planning proposal ref: 532/APP/2002/2237 and approved on the 19/04/2004. The Section 106 attached to this permission includes the Travel Plan (TP) attached on Schedule 1. Several other planning applications were approved on this site since then.

The Brunel University site is large and PTAL score varies from 1A to 3. Parts of the campus near Kingston Lane have PTAL score of 3. The proposed location for the research building has a PTAL 2. On the other hand, the multi storey car park location has a PTAL score of 1B.

Travel Plan

The Travel Plan (TP) contains targets on parking reductions with final target aimed to be achieved at year 2012, with a total of 2,088 car parking spaces. On the other hand, paragraph 4.7 of the TP highlights that 5,089 parking permits were issued and having a permit does not guarantee a car parking space. In addition, the TP contains mode split targets for students and staff. The review process of those targets and monitoring, was also included as part of the S106.

Upon request, the applicant submitted additional information, containing the Travel Planning Performance (TPP) report, on the implementation of the TP. The mode-split, travel survey comparison data for years (2008-2014), is included on this report.

The single-occupancy-car user data, during the 2008 was recorded at 22%, whereas during the 2015 this figure was 10%. This report is informative, although not considered comprehensive, since it does not distinguish the data from staff and students, nor it includes information about the data sample used in this report, in order to validate the trends.

As agreed on the S106-Travel Plan the mode split target for the single occupancy user, was 7% for students and 45% for staff. From the TTP report it is not possible to determine, if the agreed targets were achieved or not.

Also, it is not explained, how BU is managing the demand for parking spaces and what is the alternative, if for example the user with a permit is not able to find a space. It is recommended that parking surveys to be conducted before the commencement of the new development, to establish the base data, then followed by surveys at agreed stages through to completion. Parking demand of the BU site should be contained within site and mitigation measures are required, as part of the TP.

A condition is therefore recommended for travel plan measures to contribute towards managing parking reduction.

(Officer Note: The existing campus wide Travel Plan will bind the proposed development. This is secured by condition and will ensure that travel by modes other than the car is encouraged wherever possible).

Car parking

The proposed MSCP with 284 spaces will involve the loss of 124 car parking spaces currently on the site. The applicant has included information on the redistribution of the car parking spaces and expresses its intention to comply with limitations on the car parking numbers, as approved on the 2008/09. The restriction on the car parking spaces was 2,088.

At present, the applicant indicated that there are 1,955 car parking spaces within the campus. Further, 109 car parking spaces were approved on the 27/11/2014, as part of three separate applications, with ref: 532/APP/2014/2160; 532/APP/2014/2163; 532/APP /2014/2161; The approved car parking spaces have not been implemented thus far. Therefore the total number of the car parking spaces, consisting of existing and approved is 2,064. The redistribution of the car parking spaces is will result in a net gain of 24.

It is suggested that research facility to be constructed first and if possible, the proposed surface spaces to be implemented before the construction commences, in order to manage the loss of car parking spaces, appropriately.

Car Parking for disabled users

The existing car park provision for the disabled users on the whole of the BU site must not be reduced. If spaces are affected, as a result of the latest planning applications, then those spaces must be relocated elsewhere. The proposed plan ground floor drawing ref: 56, shows 6 spaces for the disabled users. It is recommended that when surface level car parking spaces are to be redistributed, priority should be for the provision of the disabled users, located preferably as close as possible to the different building accesses. These parking spaces should have an additional 1.2 meters strip on two sides. And the reason is, to help users with mobility coming in/out of vehicles. To be included as an item on condition 3.

To comply with the London Plan Policy 6.13, a 20% active and 10% passive Electric Charging Points (EVCPs) out of the total proposed car parking spaces. Include information on the installation of the EVCP, include statement of commitment to monitor of the EVCP usage and convert passive points to active in accordance with the demand. Please include this item on the condition to submit further details.

It is recommended that all relocated car parking spaces to have EVCP, (active or passive) so that those points are distributed around BU site.

A condition is therefore recommended requiring details of the BU car parking layout, showing the redistribution of the car parking spaces for the whole site, including details of each parking space, locations of the parking redistributions, time of the implemented change, indicate any affected

spaces for disabled users, levels, heights, support columns, access routes for disabled users from each car parking space proposed, including details on EVCP (active, passive), monitoring and conversion of the passive points to active, in accordance with the demand.

In addition, the TA indicates that during 2013/14 the number of student was decreased to 12,000, whereas during 2009/10 the number of students was 15,000. It concludes that because currently there are less students, not all car parking spaces are occupied. This conclusion is not considered correct, because parking occupancy and demand is not determined by student/ staff numbers but by permits issued.

On the approved S106 TA dated 2014, it was noted that 5,089 permits were issued for the existing 2,052 spaces. Therefore, regardless of the student and staff numbers, the demand for the car parking spaces is correlated by the permits issued. The BU must manage issuing of the car parking permits, prioritising the disabled users since issuing more/less car parking permits will increase/decrease the demand.

A condition requiring a Car Parking Management Strategy (CPMS), to include details on how car parking will be managed during transition period and thereafter is recommended. The strategy should include the programme of demolition and construction for both sites and timing for the removal of car parking spaces and re-provision of spaces. Development shall not begin until the CPMS is approved by the LPA.

Cycle Parking

The cycle parking standards were recently revised on the London Plan. For the land use D1 university, recommendations are: a provision of long stay 1 space per 4 staff and 1 space per 20 full time students, whereas for the short stay this provision is 1 space per 7 full time students. The LBH standards are 1 space per two students.

Nevertheless, the submitted 'Travel Planning performance report' contains information about monitoring the occupancy of cycle parking spaces. From the graph, it can be seen that the number of spaces are far greater than the occupancy. It is not included how these surveys were conducted and if it was a typical day in order for me to conclude that the results presented are robust.

This proposal on itself is not going to attract new users therefore additional cycle parking spaces are not considered a requirement. Nevertheless, Travel Plan measures should provide additional facilities in order to encourage cycling as a mode of transport and possibly adjust the cycle parking provision when /if required, in accordance with the demand.

Refuse/ Recycling/ Servicing/ Deliveries

The siting of the MSCP is likely to affect the refuse/recycling routes. A drawing with ref: JN2118-LDN-SK-1003 was submitted showing tracking movements of the 7.9 m refuse vehicle. Refuse/recycling collection and service vehicles will continue to use the main campus circulation route of the North Loop Road to access the new one-way circulation route around the MSCP and thereby gain access to the neighbouring buildings to the South of the BU site. On the D&A statement, it was highlighted that the circulation route has been designed to accommodate the different vehicles that will require access. Therefore this part of the proposal is considered acceptable, but only if BU uses a private collector and with details, as submitted.

Highways recommendations

Subject to attaching conditions, this proposal is recommended for approval.

ENVIRONMENTAL PROTECTION UNIT

Land Contamination

A note has been submitted explaining the past use of the site as a nursery garden with glass houses. It mentions the potential presence of made ground and need for imported soils. Bolton Priestley carried out work on the other parts of the site so will be aware of the site conditions. The report confirms that a geo-environmental report is being written for the site. As the site is low risk this is not required prior to any permission being given. A condition is recommended requiring a report on the ground conditions, and requiring any imported soil testing for the landscaped areas.

Lighting

The applicant has not provided a lighting plot showing the predicted light spill from this development or any details regarding how bright the lights will be. It is therefore suggested that a condition is attached, requiring details of external lighting/floodlighting including location, height, type and direction of light sources and intensity of illumination.

FLOOD AND DRAINAGE OFFICER

Although a Flood Risk Assessment has been submitted to demonstrate that surface water will be controlled on the site through a tank, this does not meet current London Plan requirements to reduce run off to greenfield runoff rates where possible.

It should also be noted a requirement of a previous development within the Brunel site and a commitment of the University to develop and provide a Drainage Masterplan for the site. It is disappointing that the Brunel University chose not to take a holistic approach to the management of water across its entire campus. Although this particular development is in flood zone 1 there are a number of areas of the university which are in the floodplain which are affected by the River Pinn which responds very quickly due to the unattenuated discharge from developments like the University. All opportunities to reduce run off as much as possible should be secured to benefit the university and reduce the likelihood of flooding on the site.

A management and maintenance plan is key to the long term functioning of the drainage system to be implemented. There should also be considerations of managing the water quality of the surface water from the car park and implementing the treatment train approach.

A condition is therefore requested requiring a scheme for the provision of sustainable water management which shall clearly demonstrate how it controls the surface water on site by providing information on:

- a) sustainable urban drainage
- b) Receptors
 - i. Capacity and functionality of the receiving surface water network conveying water to the River Pinn demonstrated
 - ii. Identify vulnerable receptors,
- c) Long Term Management and Maintenance of the drainage system.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT:

The Brunel university campus is located on the outskirts of Uxbridge, immediately to the south of Uxbridge High School. Cleveland Road bisects the site on a north-south axis, with the hub of the campus situated between Cleveland Way and Kingston Lane to the east.

The existing (approximately 0.5ha) surface level car park is relatively level and accommodates 124 No. parked cars including 2 No. disabled spaces. It lies within the academic quarter of the university, immediately to the south of the North Loop perimeter road, and a broken line of mature trees along the northern perimeter which filter views from Uxbridge High School playing fields to the north.

A single storey building, the Bragg Building, lies to the east, a Biology Annexe to the west and a part 3 / part 4 storey Heinz Wolff building to the south. The existing car park is surrounded by grass verges and shrub beds with occasional young and relatively insignificant trees. Brunel University campus is briefly described in Hillingdon's Landscape Character Assessment, under Townscape Character Type: Institutional Development.

Landscape Planning designations:

There are no Tree Preservation Orders affecting this part of the site. The Greenway Conservation Area lies a few hundred metres to the north - west of the campus, to the west of Cleveland Way. The site lies within designated metropolitan Green Belt.

Landscape constraints / opportunities:

Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment. 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.

PROPOSAL:

The proposal is to remove existing surface level parking spaces and erect a multi-storey car park.

LANDSCAPE CONSIDERATIONS:

- The Design & Access Statement, by Pascall + Watson includes a description of the setting and the hard and soft landscape objectives in section 4.3.
- One of the key objectives (4.3.4) is to retain and safeguard existing trees, where possible. Reference is made to BS5837:2005 - which was superseded by a revised standard / recommendations in 2012.
- The D&AS includes an indicative palette of hard materials and plant species to be used to complement the building.
- A separate Landscape Design Statement, by The Landscape Partnership, provides further detailed objectives for the site.
- The Landscape Partnership's Tree Survey has been prepared in accordance with BS5837:2012, accompanied by survey drawing No. L13424-605.
- It assesses the quality and value of 43No. individual tree specimens and groups, provides an Arboricultural Impact Assessment and Arboricultural Method Statement.
 - The report concludes that there are no 'A' grade trees, 7No. 'B' grade (whose quality and value justify retention on development sites) 30No. 'C' grade trees and 6No.'U' category (whose poor quality and value justify removal on grounds of sound arboricultural management).
 - 6No. 'B' grade trees (T1, T2(not graded?), T4, T8, T14,and T15) are due to be retained as part of the development. Trees to be removed include 1No. 'B' grade tree (T24), the 6No. 'U' and a number of 'C' grade trees.
 - At 6.4 the report notes that the mature line of trees along the north boundary may be affected by the development. This would be as a result of construction access / poor site management rather

than a direct impact of the siting of the building. A Construction Method Statement will be required, together with site monitoring /supervision by the Arboricultural Consultant.

- The Landscape Layout, drawing No. 01-09-2015, by The Landscape Partnership indicates that the northern boundary tree screen, planted within grass verge, will be retained / unaffected by the development, together with one tree immediately to the north-west of the Bragg Building.
- A number of the smaller / less significant trees and shrubs (T16-T38) will be removed from the existing car park area to accommodate the new building.
- A total of 11No. new / replacement specimen trees have been proposed around the new building, seven of which will be along the most visually sensitive north facade.
- In addition to tree planting, a 75-80cm long native hedgerow is proposed along the northern boundary and low ornamental shrubs will create groundcover beneath the new trees.
- The proposed hedgerow planting would be more effective if it could be extended along the boundary. As proposed, it will barely extend beyond the limits of the new building line and will appear to be a random length of hedge within an otherwise hedgeless boundary.
- A Preliminary Ecological Appraisal, by The Landscape Partnership, recommends habitat creation through appropriate planting mixes, the prevention of light spillage /pollution in accordance with guidelines from the Bat Conservation Trust and the installation of 3No. (Schwegler) bird boxes.
- A Visual Appraisal, by The Landscape Partnership, has been undertaken in accordance with Guidelines for Landscape and Visual Impact Assessment, 3rd edition, April 2013.
- Six representative view points (A-F) have been assessed.
- The photographs record conditions in the summer months when deciduous vegetation is at its most effective at screening views.
- The report concludes (12.7) that 'the proposed development would also bring positive benefits to the local landscape and views as the associated landscape proposals mature'.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS:

No objection, subject to the above observations and conditions COM6 (levels), COM7 (materials), COM8 (tree protection to include the retention of the Arboricultural Consultant to monitor /supervise tree protection measures at key points in the development), COM9 (landscaping scheme - parts 1,2,4,5, and 6) and COM10 (trees retained).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Currently, there are no multi-storey car park facilities within the campus estate, and all car parking is provided by surface parking lots only. The current provision of 2,055 surface parking spaces at the university is divided between several surface lots spread around the campus. The applicant explains that the pressure to improve the University's research and teaching infrastructure is initiating the development of some of these existing surface parking lots, for example the recently completed AMCC 1 building and the current proposal. In order to facilitate the building of the proposed AMCC 2 facility, the new multi storey car park (MSCP) can be considered as an enabling works project to clear the parking off the proposed AMCC site and re-provide it elsewhere, such that the University retains its parking quota. The proposed parking will be in compliance with the Brunel University Travel Plan, which places a cap on the number of parking spaces across the main campus. There are therefore no objections in principle to the provision of car parking associated with the function of the University within the campus.

Notwithstanding the above, the whole of the application site is designated as Green Belt. The main policy issue in relation to this development is considered to be the principle of additional development within the Green Belt and its impact on the openness, character

and appearance of the Green Belt.

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance".

The National Planning Policy Framework (NPPF) is also relevant. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Nevertheless, the document states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Para 88. states:

"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. Policies in the Hillingdon Local Plan endorse national and London Plan guidance. Part 2 Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that within the Green Belt, as defined on the Proposals Map, the following predominantly open land uses will be acceptable:

- Agriculture, horticulture, forestry and nature conservation;
- Open air recreational facilities;
- Cemeteries

The Local Planning Authority will not grant planning permission for new buildings or for changes of use of existing land and buildings, other than for purposes essential for and associated with the uses specified at (i), (ii) and (iii) above. The number and scale of buildings permitted will be kept to a minimum in order to protect the visual amenity of the Green Belt. The proposal does not conform to the types of development allowed by Policy OL1.

It should also be noted that historically, Brunel University is identified in the Local Plan as a major developed site within the Green Belt. Policy PR22 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) reserves the campus for development associated with the functioning of the University as a centre of academic learning and research, while safeguarding the function and open nature of the Green Belt. This was highlighted in the 1991 Planning Brief and subsequent 1992 master plan approval. This designation was rolled forward to relevant policies in the Central Hillingdon Local Plan and subsequently to Policy PR 22 of the UDP and PR22 of the Local Plan 2012. The proposed car park use is considered to comply with this site specific policy and does not constitute a departure from the development plan in this regard.

In addition, it is noted that the proposed car park will be located in an area of the campus which has already been developed (site 2) and the works do not increase the developed portion of the campus.

Although the NPPF no longer refers to major developed sites, para 89 of the NPPF states that limited infilling, or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, would not constitute inappropriate development in the Green Belt. To the extent that this is a less restrictive approach than UDP Policy OL1, it is entitled to greater weight by virtue of NPPF para. 215.

It is considered that the works would not increase the developed area of the campus, and that the structure would not have a greater impact on the openness of the Green Belt in this location. Having regard to the previously developed nature of this part of the campus and the relationship of the proposal to the University's boundaries, the proposal would not further conflict with the purposes of including within the Green Belt. As such, the scheme would comply with the final bullet point in NPPF para. 89 and would not amount to inappropriate development in the Green Belt.

As the proposal does not amount to inappropriate development in the Green Belt, it follows that there is no need to establish whether very special circumstances arise, and there is no indication that the principle of the development is otherwise inconsistent with the development plan.

7.02 Density of the proposed development

Not applicable to this application. The London Plan density guidance relates specifically to residential properties.

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

ARCHAEOLOGY

Details of a Written Scheme of Investigation for Archaeological Works for Site 2, in part compliance with condition 42 Of Outline Planning Permission Ref: 532/APP/2002/2237 dated 19/04/2004 ' Master Plan Proposals' have already been approved. (App. ref. No: 532/APP/2004/1347). This partial discharge of the archaeological condition allows development to proceed on the whole of site 2.

By way of background information, as part of the University's outline 2004 masterplan approval, a written scheme of investigation for archaeological works (method statement for an archaeological evaluation) was prepared by Gifford and Partners. English Heritage confirmed that this accords with their guidelines. The archaeological evaluation was limited to site 2, as the particulars of site 1 had not yet been progressed. These works were monitored by English Heritage (Archaeology).

Due to landscaping and terracing of the site (site 2), no pre historic evidence was recovered. Wide spread truncation had occurred across the site which has removed any archaeological remains that may have been present. English Heritage has been consulted on the current application and has recommended that no further work is necessary in the site 2 area.

CONSERVATION AREA AND LISTED BUILDING CONSIDERATIONS

The application site is not in a designated area. The nearest conservation areas are The Greenway to the north east and Hillingdon Village to the north west. Views from the Greenway Conservation Area would be mostly unaffected, apart from the very southern extent (including two or three residential properties), which would potentially experience a minor adverse change. However, it is considered that the overall character of the view from

this localised area would be largely unaffected. The Hillingdon Village Conservation Area is located some distance from the application site and it is considered that neither of the conservation areas will be adversely affected by the proposed development.

Within the University Campus, the nearest listed building is the Lecture Theatre building which is some distance from the application site. It is considered that the new development would have little impact on the setting of this structure. Outside the campus, the nearest listed buildings are the Gate House and Chapel at Hillingdon Cemetery, which are also set well away from the site and are screened University buildings and by the mature trees that fringe the cemetery. It is considered that there would be no adverse impact on their setting.

It is therefore considered that the proposal would not have a detrimental impact on the heritage assets, in accordance with to Saved Policies BE4 and BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

There is no requirement to consult the aerodrome safeguarding authorities on a development of this nature in this location.

7.05 Impact on the green belt

Saved Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks landscape improvements within the Green Belt. Saved Policy OL5 will only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not harm the character and appearance of the Green Belt. Saved policy OL26 seeks the protection and enhancement of trees, woodland and landscape features.

The Site is located on the shallow slopes of the River Pinn valley to the south of Uxbridge on the south eastern edge of the Brunel University campus. The University campus is situated within a relatively isolated area of designated Green Belt, however the campus itself is relatively built up and urbanised, with institutional buildings 10-15m in height. A proportion of the University campus, excluding the proposed Site, is located within the Green Chain network. The area surrounding the University campus is relatively enclosed with belts of dense vegetation, hedgerows and groups of mature trees. The landscape becomes more open and rural in character to the south and east of the University campus, which includes areas of allotment, a riding school and grass sports pitches. To the north of the campus the area is more built up and residential in character.

The proposed multi storey car park would be set against a back drop of existing University buildings within the more intensely developed part of the campus and would be relatively well screened from Cleveland Road and the adjoining Green Belt land to the north (Uxbridge High School playing fields). It is therefore considered that the building could be located in this

position without a significant impact on the appearance of this part of the site and its immediate context.

The landscape proposals seek to retain the existing trees on the northern Site boundary, and provide additional new trees and a new hedgerow to the north of the building, to ensure that visual effects from the most sensitive views are suitably mitigated. Where visual effects are likely to be greatest, i.e. from the school grounds, additional trees are proposed to mitigate visual effects. The development proposals also retain some existing mature trees on the site and incorporate large numbers of new trees and native hedgerow planting within the landscape scheme for the project, which would provide significant additional screening of views once established.

It is considered that the quality and character of views towards the site would not, in general terms, be significantly adversely affected. There are some close proximity views, particularly from the north, that would result in a long term visual effect, although this would reduce over time as new vegetation and trees become more established.

Overall, given that the proposal involve a building in an area of the campus that has been previously developed, the existing landscape character, and the proposed planting strategy, it is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt. It is therefore not considered that the amenity and openness of the Green Belt would be harmed to a detrimental degree by the proposals, in accordance with Saved Policies OL1, OL2, OL5 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.06 Environmental Impact

A Ground Conditions Statement has been prepared for the proposed development. It mentions the potential presence of made ground and need for imported soils. The statement confirms that a geo-environmental report is being written for the site. The Council's Environmental Protection Unit considers that since the end use is low risk, the geo-environmental report is not required prior to any permission being given. However, a condition is recommended requiring the report on the ground conditions, and requiring imported soil testing for the landscaped areas.

On the basis of the above, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

7.07 Impact on the character & appearance of the area

Saved Policies BE13 and BE19 of the UDP attempt to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Saved Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

The proposed multi storey car park would be lower than the existing adjacent Heinz Wolff building and lower than many other existing buildings within the University campus. It would be located within an area of the campus with existing institutional medium to large scale buildings and it is considered that the proposed building would be appropriate to the character and scale of the surrounding campus.

Six representative viewpoints were identified in the Visual Impact Assessment submitted in support of the application, including a viewpoint from the adjacent school grounds. The main Zone of Visual Influence (ZVI) for the site is considered to extend into the grounds of the Uxbridge High School and within a localised area of the University campus. The ZVI stops short of the majority of the Greenway Conservation Area, with only the few southern-most properties with potential views. There are no listed buildings or other protected heritage features within the ZVI.

The view of the site from Cleveland Road would be largely obscured by large trees and pockets of dense vegetation. Large, modernist buildings, with an institutional character are visible through the trees and above the groups of vegetation. The road, as it passes

through the University campus, has a green and leafy character and the application site is not visible from this location.

The view along Cleveland Road from the southern-most extent of the Greenway Conservation Area, is dominated by a generous belt of well established trees and shrubs on the eastern edge of Cleveland Road, providing filtered views of the University buildings to the east, and offering glimpsed views of various large academic buildings. The site and existing car park within the site are not visible in the view.

The view along Cleveland Road from within the Greenway Conservation Area, is enclosed by a tall, managed evergreen hedge (c.2.5m in height) to the east of Cleveland Road, which dominates the view and is relatively intact along its length, providing screening to the University buildings and campus to the south. Residential properties line the western side of the road. The proposed MSCP would not be visible from this location.

Approaching the campus along the footpath from the north, the view opens up to reveal a cluster of contemporary four-storey student residential blocks which dominates the view from this location. Views of the northern loop road are available, with the proposed application site partially visible in the middle distance view. The view is of a young landscape characterised by newly planted trees and large residential blocks.

From the north, the site is slightly more visible and can be seen from the neighbouring school grounds. Proposed trees and native hedgerow at the northern boundary of the site would increasingly reduce visibility from the school grounds in future years.

Subject to details of external colours and finishes being secured by condition, it is considered that the proposal is consistent with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), and Policy PT1.BE1 (2012)- Built Environment, Hillingdon Local Plan Part 1.

7.08 Impact on neighbours

Saved Policies BE20, BE21 and BE 24 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the amenity of neighbouring occupiers, requiring new buildings to be laid out, designed and of a scale which ensures that harm is not caused to amenity in terms of loss of privacy, outlook and levels of sunlight and daylight.

There are no residential properties within the immediate vicinity of the proposed development. It is therefore not considered that the proposal would result in an over dominant form of development, or that there would be a material loss of privacy, daylight or sunlight to surrounding properties which would detract from the amenities of neighbouring occupiers, in compliance with the above mentioned policies and relevant design guidance.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Saved UDP Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) are concerned with traffic generation, on-site parking and access to public transport.

ACCESS

In terms of access arrangements, vehicles will gain access via Kingston Lane and an existing University estate road. Given that access to the site is via extensive network of internal campus estate roads, it is not considered that there would be any impact on the surrounding highway network as a result of this development. In addition, the proposed multi storey car park will be sited in such a way that vehicular circulation around the site will be maintained, although in an amended form. Service access and deliveries to neighbouring buildings will be accommodated with a revision to the local traffic routes. No objections are raised to the access arrangements in this regard.

TRIP GENERATION

In relation to trip generation to the campus as a whole, it is considered that the proposals will have a minimal impact, given that there will be a reduction in vehicular movements as a result of the loss of some of the existing parking at the site and elsewhere on the campus, and there will be a net gain of only 24 parking spaces across the campus. No objections are raised in this regard.

PARKING / TRAVEL PLAN

In relation to the University's overall car parking requirements, provision is made on a campus wide basis. The current University Travel Plan provides for a reduction in car parking spaces at the University campus down to 2,088 spaces in total over the period of the plan. This is secured by the existing section 106 agreement dated 16 April 2004. The Planning Statement confirms that the existing campus wide Travel Plan will bind the proposed development. This is also secured by condition and will ensure that travel by modes other than the car is encouraged wherever possible.

It should be noted that the Travel Plan definitions and Schedule in the original S106 agreement are drafted in a wide manner and therefore there is no need for the original section 106 agreement to be amended via a deed of variation for this purpose.

Currently there are 1,955 parking spaces on campus. In addition, permission was granted in February 2015 for a further 109 spaces to be provided in various locations across the campus, which have yet to be implemented. This results in a total of 2,064 spaces currently permitted on campus (Sites 1 and 2). The campus is therefore providing 24 spaces less than the permitted 2,088 allowed in the University Travel Plan.

The applicant submits that the purpose of the MSCP is to ensure the retention of the permitted number of parking spaces within the campus (2,088), providing a total of 284 spaces (258 spaces within the MSCP itself and 26 surface spaces). The proposed MSCP will replace an existing area of 124 surface level parking spaces, 66 parking spaces displaced as a result of the BCAST2 project (recently approved by this Committee) and 70 parking spaces decommissioned elsewhere on the campus. This will result in a net gain of 24 spaces within the campus, bring the campus wide parking provision for sites 1 and 2 up to the allowed figure of 2,088 spaces.

The latest available student population count is 12,000 for the 2013/14 academic year, which is less than the 2009/10 figure of 15,000. This means that not all parking spaces are occupied currently at peak times. However, because the University is actively marketing for increased student numbers, the applicant states that it is important to retain the allowed parking spaces on the campus.

The applicants state that there is spare parking capacity at present and the campus will be

able to accommodate current parking demand without the proposed multi storey car park in the short term, while the AMCC2 research building is under construction and student numbers remain below 15,000. The multi storey car park is therefore not required before the proposed AMCC2 construction commences, but will be required subsequently when student numbers increase to the 15,000 level.

Nevertheless, the Highway Engineer has recommended a series of conditions in order to manage the loss of car parking spaces, and their redistribution elsewhere on the campus appropriately. These conditions include

- . A requirement that the development accords with the campus wide travel plan
- . Details of the University car parking layout, showing the redistribution of the car parking spaces for the whole site, including details of each parking space, locations of the parking redistributions, time of the implemented change, levels, heights, support columns (if appropriate), disabled bays and access routes for disabled users from each car parking space proposed, details on electric vehicle charging points (active, passive), monitoring and conversion of the passive points to active, in accordance with the demand
- . A Car Parking Management Strategy, to include details on how car parking will be managed during transition period and thereafter

Overall, the Highway Engineer raises no objection to the highways and transportation aspect of the development, subject to the recommended conditions. It is considered that the application has satisfactorily addressed traffic generation, on-site parking and access issues, in compliance with Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban design issues have been dealt with elsewhere in this report.

7.12 Disabled access

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.

Currently there is parking for 124 cars within bays, including 2 no disabled bays on the site. The proposed building has multiple levels of parking decks. Internal stairs provide vertical circulation routes between all floors with landings on each deck, which is at half-levels of 1.5 metres. There are 7 disabled parking bays incorporated on the ground floor of the building and 3 surface level disabled parking bays outside the building.

The Access Officer does not consider that a lift is required, as disabled parking bays have been allowed for both inside and outside the building's ground floor. However, the applicant has indicated that provision has been allowed for a lift to be able to be installed at a later date, should this be required, and this has been allowed for in the design of the facility.

The Highway Engineer has commented that the existing car park provision for disabled users on the whole of the University campus must not be reduced as a result of the development proposals. If spaces are affected as a result of the proposals, then those spaces must be relocated elsewhere, ideally as close as possible to the different building accesses. A condition is therefore recommended requiring details of the Brunel University campus wide car parking layout, prior to the occupation of the proposed multi storey car park, showing the redistribution of the car parking spaces for the whole campus, including details of any affected spaces for disabled users, and access routes for disabled users

from each car parking space proposed.

Subject to conditions, The scheme is considered to comply with Policies AM15 and R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.13 Provision of affordable & special needs housing

Not relevant to this application. There is no requirement for this type of development to contribute towards the borough's affordable or special housing needs.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The submitted tree survey concludes that there are no 'A' grade trees, 7 No. 'B' grade 30 No. 'C' grade trees and 6 No.'U' category (whose poor quality and value justify removal on grounds of sound arboricultural management).

6 'B' grade trees are due to be retained as part of the development. Trees to be removed include 1 'B' grade tree, the 6 'U' and a number of 'C' grade trees. The report notes that the mature line of trees along the northern boundary may be affected by the development. This would be as a result of construction access / poor site management rather than a direct impact of the siting of the building. A Construction Method Statement will be required, together with site monitoring / supervision by the Arboricultural Consultant. This has been conditioned.

The northern boundary tree screen, planted within grass verge, will be retained by the development, together with one tree immediately to the north-west of the Bragg Building. A total of 11 new specimen trees are proposed around the new building, seven of which will be along the most visually sensitive north facade. In addition to tree planting, a 75-80cm long native hedgerow is proposed along the northern boundary and low ornamental shrubs will create ground cover beneath the new trees.

The Tree and Landscape Officer raises no objections. Subject to necessary conditions, the scheme is considered to comply with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies.

ECOLOGY

Saved Policy EC2 seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the school grounds may be valuable for biodiversity, the application site itself is not considered to have a high ecological value.

The current use and management regime of the site as a car park, with extensive hard surfacing reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. The submitted Ecology Assessment confirms that the site is assessed as lower value at the Parish/Neighbourhood scale, due to the nesting and foraging opportunities for birds, likely foraging opportunities for bats and likely presence of hedgehog.

The impact of the development is considered to be neutral, providing any development includes the outline mitigation measures and suggested enhancement measures recommended in the Ecology Assessment can be implemented. The recommended mitigation and enhancement includes erection of 4 bird boxes, attention to detail of site clearance and the prevention of light pollution. In addition, new planting should include species of known value to wildlife, such as species which produce berries and / or nectar.

Subject to the above mentioned mitigation and enhancements, which can be secured by condition, it is considered that the scheme will safeguard the existing nature conservation interests on the site, while providing opportunities for promotion and enhancement, in compliance with Policies EC2 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan Policy 7.19[c].

7.15 Sustainable waste management

Not applicable to this car park.

7.16 Renewable energy / Sustainability

The only energy consumed by the car park would be electricity, primarily for lighting. The building has no roof and it is recommended that a planning condition ensuring an energy efficient lighting scheme would be adequate to limit energy use. Accordingly the development is considered to comply with relevant London Plan energy / sustainability policies in this regard.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is less than 1ha in size such that no Flood Risk Assessment is required. London Plan policies 5.12 and 5.13 require development proposals to use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Conditions are proposed requiring the provision of site drainage which should be SUDS appropriate.

Subject to conditions, it is considered that the proposal would comply with the intentions of the Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

7.18 Noise or Air Quality Issues

NOISE:

It is not considered that the proposed development would result in the occupiers of the nearest surrounding properties suffering any significant additional noise and disturbance. The Council's Environmental Protection Unit has been consulted on the application and raises no objection. As such, it is considered that the policy requirements of the NPPF, London Plan and the Local Plan can be met.

AIR QUALITY:

The site falls within an Air Quality Management Area and an Air Quality Assessment has been submitted. The construction effects have been assessed being of low risk to dust soiling and human health effects at worst. With the implementation of mitigation measures, no significant effects would be anticipated during construction of the proposed development.

Operational effects have been assessed using dispersion modelling for the proposed car

park. The results of the assessment showed that only negligible impacts would be anticipated at nearby receptors for both NO₂ and PM₁₀ concentrations. Therefore, no significant effects are anticipated from the operation of the proposed development.

7.19 Comments on Public Consultations

The main issues raised have been dealt with in the main body of this report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate that there are no requirements for planning obligations to mitigate the impacts of the development.

CIL

The development will be liable for the Mayoral CIL but not Hillingdon's own CIL.

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The general principle of the development is considered acceptable, as the proposed car park is required in connection with the operational needs of the University.

It is considered that the works would not increase the developed area of the campus, and that the structure would not have a greater impact on the openness of the Green Belt in this location, having regard to the previously developed nature of this part of the campus and the relationship of the proposal to the University's boundaries. The proposal would therefore not amount to inappropriate development in the Green Belt.

In terms of the impact on the Green Belt, the proposed changes to the landform are minimal. While

some trees will be removed to accommodate the proposal, new tree planting is proposed and it is considered that the visual impacts of the proposal will not be of significant detriment to the character and openness of this part of the Green Belt.

The application has demonstrated that the proposed development could be completed without detriment to the recognised ecological value of this area, whilst ecological enhancements are proposed as mitigation. In addition there are no flood risk issues associated with this development subject to conditions.

The proposed multi storey car park will not give rise to the campus wide car parking exceeding the 2,088 cap secured under the 2004 masterplan approval for the Brunel University campus. In addition, the proposal would be unlikely to lead to conditions detrimental to highway and pedestrian safety or to traffic congestion on the local road network.

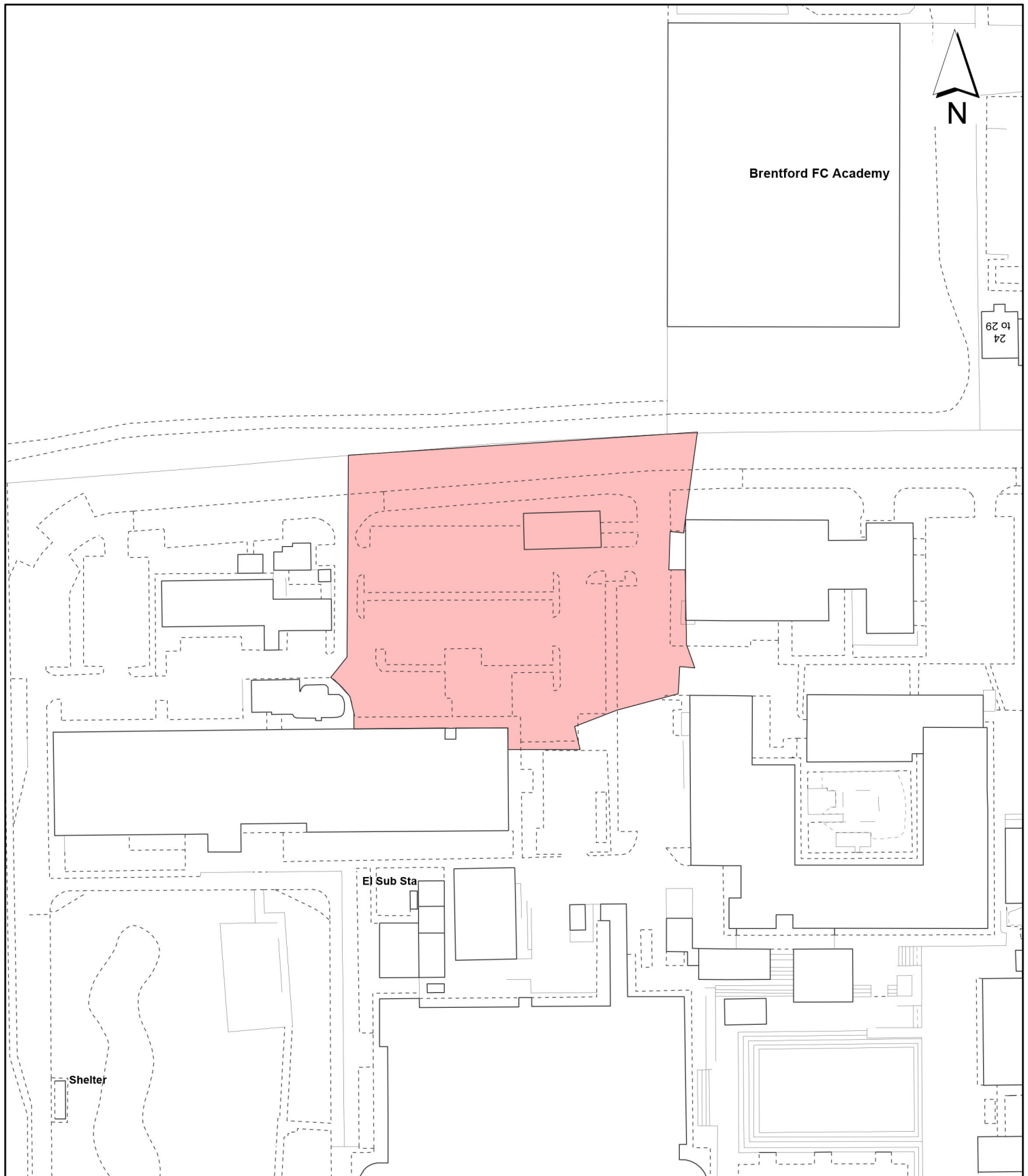
Approval is therefore recommended subject to conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2015
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe

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Notes:

 Site boundary

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Site Address:

**Brunel University
 Kingston Lane
 (Multi Storey Car Park)**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
532/APP/2015/3349

Scale:
1:1,250

Planning Committee:
Major

Date:
February 2016

