

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

**Address** BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

**Development:** Variation of condition 2 (Submitted Plans) of planning permission Ref: 532/APP/2014/2161 dated 24/02/2015 to alter the parking layout (Installation of 52 additional parking spaces)

**LBH Ref Nos:** 532/APP/2016/210

**Drawing Nos:** 6604.202C  
6604.203C  
6604.204C  
6604.205C  
6604.206C  
6604.207C  
6604.208C  
6604.201C

**Date Plans Received:** 19/01/2016                      **Date(s) of Amendment(s):**

**Date Application Valid:** 18/02/2016

### 1. SUMMARY

This application is being referred to the Planning Committee because the proposal constitutes a minor development in a site located within the Green Belt.

This application seeks a variation of Condition 2 (Submitted Plans) of planning permission reference 532/APP/2014/2161, which was granted on 24/02/2015 for the installation of 52 additional parking spaces. The requirement for additional parking spaces with permission 532/APP/2014/2161 was identified as a result of the loss of 111 parking spaces arising from the proposal to construct a BCAST Science Park facility in the south-west corner of the site, which houses the Brunel University campus.

This application proposes minor alterations to the layout of the approved parking spaces, and would result in a reduction of the number of the approved spaces from 52 to 49. The proposed alterations incorporate the provision of 4 disabled parking spaces, set-back of spaces from a new pavement to avoid conflict with existing manhole services, removal of foliage and installation of tree protection measures, retention and installation of existing/new lamp-posts, installation of SUDS complaint grid system with gravel infill and installation of new pavement and dropped kerbs with tactile paving.

The principle of the provision of additional parking spaces in the related car park location as well as in the floodplain (Flood Zone 2) has already been considered acceptable with permission 532/APP/2014/2161, and subject to the inclusion of an appropriate landscaping condition, it is considered that the revisions to the layout of the car park and spaces would not detract from the character and local distinctiveness of the surrounding natural and built environment, which lie within the Green Belt. Furthermore the proposals are considered acceptable on flooding/drainage grounds and would not have any adverse impact upon neighbouring residential amenity.

Accordingly, the application is recommended for approval.

## 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 6604.205C, 6604.206C, 6604.207C and 6604.208C, and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

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

#### **3 COM8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

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

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

#### **REASON**

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

#### **4 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 Hard Surfacing Materials
  - 2.b External Lighting
  - 2.c Other structures
  - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
  - 2.e Car Parking provision for wheelchair users (a minimum of 10% of the spaces should be shown to be available)
  
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
4. Schedule for Implementation

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38, AM13 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **5 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.

### **6 NONSC Non Standard Condition**

Notwithstanding the submitted plans, no development shall take place on site until details of the incorporation of sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan, have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

## REASON

To ensure the development does not increase the risk of flooding in accordance with Policies EM6 and OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (2015).

## INFORMATIVES

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

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

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EM6	(2012) Flood Risk Management
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL5	Development proposals adjacent to the Green Belt
PR22	Brunel University
LPP 7.16	(2015) Green Belt
NPPF	National Planning Policy Framework

**3**            159                    **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

**4**            147                    **Damage to Verge - For Council Roads:**

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

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

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

**3. CONSIDERATIONS**

**3.1 Site and Locality**

The application site is occupied by grass verges and open space around the Gardeners Compound to the west of the River Pinn, and to the north of the Southern Perimeter Road on the Brunel University campus (off Kingston Lane).

The areas affected include an area of grass/open space, with trees, adjacent to the River Pinn, an existing verge (with trees) immediately to the north of the Southern Perimeter Road and an existing verge outside the Joseph Lowe building.

**3.2 Proposed Scheme**

This application seeks a variation of Condition No. 2 (Submitted Plans) of planning permission reference 532/APP/2014/2161, which was granted on 24/02/2015 for the installation of 52 additional parking spaces. The requirement for additional parking spaces with permission 532/APP/2014/2161 was identified as a result of the loss of 111 parking spaces arising from the proposal to construct a BCAST facility in the south-west corner of the site, which houses the Brunel University campus.

This application proposes minor alterations to the layout of the approved parking spaces, and would result in a reduction of the number of the approved spaces from 52 to 49. The proposed alterations incorporate the provision of 4 disabled parking spaces, set-back of spaces from a new pavement to avoid conflict with existing manhole services, removal of foliage and installation of tree protection measures, retention and installation of existing/new lamp-posts, installation of SUDS complaint grid system with gravel infill and installation of new pavement and dropped kerbs with tactile paving.

It is instructive to note that in addition to permission 532/APP/2014/2161, permissions were also granted (references 532/APP/2014/2163 and 532/APP/2014/2160) on 24/02/2015 for the installation of 42 additional parking spaces and 15 additional spaces elsewhere in the Campus respectively.

### **3.3 Relevant Planning History**

532/APP/2014/2161      Brunel University Kingston Lane Hillingdon  
Installation of 52 additional parking spaces

**Decision:** 27-11-2014    Approved

#### **Comment on Relevant Planning History**

532/APP/2014/2161 - Installation of 52 additional parking spaces  
Decision: Approved on 24/02/2015.

532/APP/2014/2163 - Installation of 42 additional parking spaces (originally submitted as 56 spaces but amended throughout the course of the application).  
Decision: Approved on 24/02/2015.

532/APP/2014/2160 - Installation of 15 additional parking spaces.  
Decision: Approved on 24/02/2015.

An outline planning permission for the development of the Campus (reference 532/APP/2002/2237), granted in April 2004, allowed for a total provision of 2,598 car parking spaces. However, a Travel Plan forms part of the approved application documentation and required the level of car parking to be reduced to 2,088 spaces across the Campus by the end of the 2012.

## **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.EM2      (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6      (2012) Flood Risk Management

Part 2 Policies:

- AM2            Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7            Consideration of traffic generated by proposed developments.
- AM14          New development and car parking standards.
- BE13          New development must harmonise with the existing street scene.
- BE19          New development must improve or complement the character of the area.

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EM6	(2012) Flood Risk Management
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL5	Development proposals adjacent to the Green Belt
PR22	Brunel University
LPP 7.16	(2015) Green Belt
NPPF	National Planning Policy Framework

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

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

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

## **6. Consultations**

### **External Consultees**

3 neighbouring properties (1 & 1A Church Road and 15 Cleveland Road), the Cleveland Road Residents Association, the Cleveland Neighbourhood Watch and the Environment Agency were consulted by letter dated 22/02/2016, and a site notice was displayed in the area on 02/03/2016.

One letter of objection has been received from a neighbouring property, the contents of which are summarised below:

- Concerned that the maximum number of 2088 parking spaces, which was imposed at the time of the Campus expansion in 2004 would be exceeded, as subsequent large building developments have led to significant increases in traffic levels in the area. Number of parking spaces should be revised downwards to encourage other sustainable modes of transport.

Environment Agency - No comments to make.

### **Internal Consultees**

Drainage Officer:

The proposal for some additional car parking spaces is acceptable. Plan I/P4A show the new car parking bays are in flood zone 1. They have indicated they will be a Suds compliant grid system with gravel infill. These are acceptable.

However the other proposals are shown to be partly within the floodplain and no information has been submitted to show that these will be safe.

A Flood Risk Assessment was submitted as a technical note on the original application by Arup Dated June 5th 2014. The FRA states that the site is already signed up for the EA flood warnings. Section 8 called Proposed Flood management plan states "The additional flood risk associated with new car park spaces will therefore need to be added to the Brunel University site wide Flood Management Plan." A copy of this management plan should be submitted to the Council to demonstrate that the risk to these spaces and their occupants will be managed appropriately

additional spaces in the floodplain can be considered. The River Pinn responds rapidly to rain and so the warning time is limited for any action to be taken to remove cars from this area.

Plan I/P4B show an intensification of parking bays in flood Zone 2 and in an area shown as being at risk of surface water flooding on the Environment Agency mapping. There is also indicated two charging bays for electric cars. These would either need to be designed to be used in flood water or moved to the area marked on plan I/P4A which is out of the flood zone.

Plan I/P4C show an intensification of parking bays closer to the water course which are in flood zone 2 and at risk of surface water flooding.

Plan I/P4D shows an intensification of parking bays adjacent to the water course in flood zone 2 in an area shown to be at risk of surface water flooding.

#### CASE OFFICER COMMENTS:

The comments and objection of the Drainage Officer in relation to the siting of parking spaces in the natural floodplain (Flood Zone 2) is noted. However, it is instructive to note that permission 532/APP/2014/2161 permits the provision of parking spaces in the floodplain, and the proposed reduction of spaces in this application is such that one of the approved spaces in the floodplain would be removed. As such, refusal of permission for the proposed variation would not be justified on such grounds. Furthermore, the FRA submitted with that application was considered acceptable and a condition was imposed with the permission requiring the incorporation of sustainable urban drainage, and the submission, approval and installation/permanent retention of related details. Given that this application proposes a variation to the approved layout of the parking spaces, and the applicants have not yet discharged the related condition, it is considered expedient to impose the same condition to this decision. In relation to the concern regarding the electric charging points - this can be addressed under the requirements of suggested Condition 4.

#### Highways Officer:

The variation seeks/results in a decrease in the approved car parking provision of 52 spaces to 49 spaces. No objections on highway grounds.

#### Trees Officer:

This application seeks minor amendments of plans approved under application ref. 2014/2161 on 17 July 2014 (my previous comments made 17 July 2014). The amendments include the provision of disabled parking spaces and take into account existing services manholes.

No objection subject to the imposition of a suitable condition in respect of the submission and approval of a landscape scheme (Condition code COM9).

## **7. MAIN PLANNING ISSUES**

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

The principle of the installation of the approved 52 additional parking spaces within the Brunel Campus has already been considered acceptable with permission 532/APP/2014/2161, and when considered against Policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.13 of The London Plan.

The provision of the car parking spaces forms part of the overall allocation of car parking spaces on this site and their presence is considered not to be detrimental to the openness



of this Major Developed Site in the Green Belt. This application proposal, which proposes a variation to that permission is therefore considered acceptable in principle.

**7.02 Density of the proposed development**

Not applicable, as the application does not incorporate a residential development.

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

The site is not located within any Archaeological Priority Zone, Conservation Area or Area of Special Local Character. The site does not comprise any statutorily or locally listed buildings, so there are no adjacent or host heritage assets that would be adversely impacted on.

**7.04 Airport safeguarding**

Not applicable to this application.

**7.05 Impact on the green belt**

Policies OL1 and OL5 of the Local Plan (Part Two) are relevant to this development given that Brunel University Campus is a Major Developed Site within the Green Belt. These policies will only allow proposals which are not detrimental to the visual amenities of the Green Belt. It is considered that measures such as the use of Grasscrete or similar product and the siting of the car parking spaces adjacent to a wide and mature landscaping belt serves to protect the visual amenities of the Green Belt, and in the overall context of this Major Developed Site and is in accordance with Policies OL1 and OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

It was proposed with application/permission 532/APP/2014/2161 that the use of materials such as Grasscrete or similar products would be used in the surfacing of the parking spaces. Those materials were considered acceptable, and given that the same materials, as well as the use of tactile permeable paving is also proposed, it is considered that the materials and the complementary soft landscaping are appropriate, and would protect the visual amenities of the Green Belt, and maintain the character and appearance of the area. It is thus considered that the proposed car parking spaces would not adversely affect the visual amenities and openness of Green Belt land in the overall context of this Major Developed Site, and is in accordance with the relevant policies of the Hillingdon Local Plan: Part One (Strategic Policies) and Part Two (Saved UDP Policies) (November 2012).

**7.08 Impact on neighbours**

It is considered that the proposed revision to the layout of the approved parking spaces and resultant reduction of spaces from 52 to 49 spaces are such that the proposal would not generate any adverse impacts in respect of the residential amenity of neighbouring residential occupiers.

In this regard, it is considered that there is an adequate separation distance between the car parking spaces and any nearby residential properties. Furthermore, tree screening along the perimeter of Brunel University Campus serves to protect the residential amenity of adjoining residential occupiers.

**7.09 Living conditions for future occupiers**

Not applicable, as the application does not incorporate a residential development.

**7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The objection from the adjacent neighbour in respect of traffic pressures in the area and revising the maximum number of parking spaces on the campus downwards is noted.

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms

of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Local Plan specifies that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

Permission 532/APP/2014/2014/2161 permitted the provision of 52 parking spaces, given that existing spaces were lost as a result of the construction of the BCAST Science Park. With the provision of all 113 spaces lost as a result of the Science Park, it was considered as part of that permission that the overall parking provision will still be under the total travel plan target of 2088 spaces set in 2004. This application proposal would result in a further reduction of the approved spaces by 3 spaces, and the Highways Officer has not raised any objection in this regard.

The proposed revisions to the layout of the car park have been considered acceptable by both the Highways and Trees Officers, and it does not constitute an unacceptable design, which would otherwise have adversely impacted on the amenity of the area.

As such, it is considered that the proposal would not result in any detrimental impact on the surrounding local road network, or have any adverse impact on highway and/or pedestrian safety. This addresses the objection from the neighbour.

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

The design aspect of the proposal for the revised layout of the approved car parking spaces has been addressed in sections of this report above.

#### **7.12 Disabled access**

Disabled access has been provided throughout the parking provision of the Brunel University Campus. This is considered consistent with the details approved under the outline planning permission for the Brunel University Campus.

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

Not applicable, as the application does not incorporate a residential development.

#### **7.14 Trees, landscaping and Ecology**

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) 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 Landscape Officer has not expressed any objection to the proposed minor alterations to the car parking spaces, and has recommended the imposition of a suitable condition in respect of securing the retention of existing planting and/or replacement planting, to ensure that the proposal preserves and enhances the character and local distinctiveness of the surrounding natural and built environment.

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

Not applicable to this application.

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

Not applicable to this application.

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

Part of the wider Brunel University Campus falls within Environment Agency Flood Zone 2 due to its proximity to the River Pinn. The applicant had previously submitted a Flood Risk Assessment (FRA) with approved application 532/APP/2014/2161. The technical notes in the FRA submitted with that approved application adequately considered the control of surface water on site by using grasscrete or other such material, which would be permeable. Furthermore consideration of the risks should the access flood, have also been

considered and are proposed to be controlled through an emergency plan implemented by the University. Given that this application proposal incorporates the reduction of the approved spaces by 3 (including 1 in the floodplain), it is considered that the proposal would not have any adverse implications for localised flood risk, subject to the imposition of a suitable condition.

Concern regarding the electric charging points can be addressed under the requirements of suggested Condition 4.

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

The reduction of the number of parking spaces provided and the nature of their use are such that the proposal would not result in any worsening trip generations over and above what is presently experienced on the site, and as such, there would be no adverse implications for noise and/or air quality issues.

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

The representation received from an adjacent neighbouring resident has been addressed within the main body of this application report.

#### **7.20 Planning obligations**

Not applicable to this application.

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

Not applicable 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 to this application.

#### **10. CONCLUSION**

This application proposes minor alterations to the layout of the approved parking spaces, and would result in a reduction of the number of the approved spaces from 52 to 49. The proposed alterations incorporate the provision of 4 disabled parking spaces, set-back of spaces from a new pavement to avoid conflict with existing manhole services, removal of foliage and installation of tree protection measures, retention and installation of existing/new lamp-posts, installation of SUDS complaint grid system with gravel infill and installation of new pavement and dropped kerbs with tactile paving.

The principle of the provision of additional parking spaces in the related car park location as well as in the floodplain (Flood Zone 2) has already been considered acceptable with permission 532/APP/2014/2161, and subject to the inclusion of an appropriate landscaping condition, it is considered that the revisions to the layout of the car park and spaces would not detract from the character and local distinctiveness of the surrounding natural and built environment, which lie within the Green Belt. Furthermore the proposals are considered acceptable on flooding/drainage grounds and would not have any adverse impact upon neighbouring residential amenity.

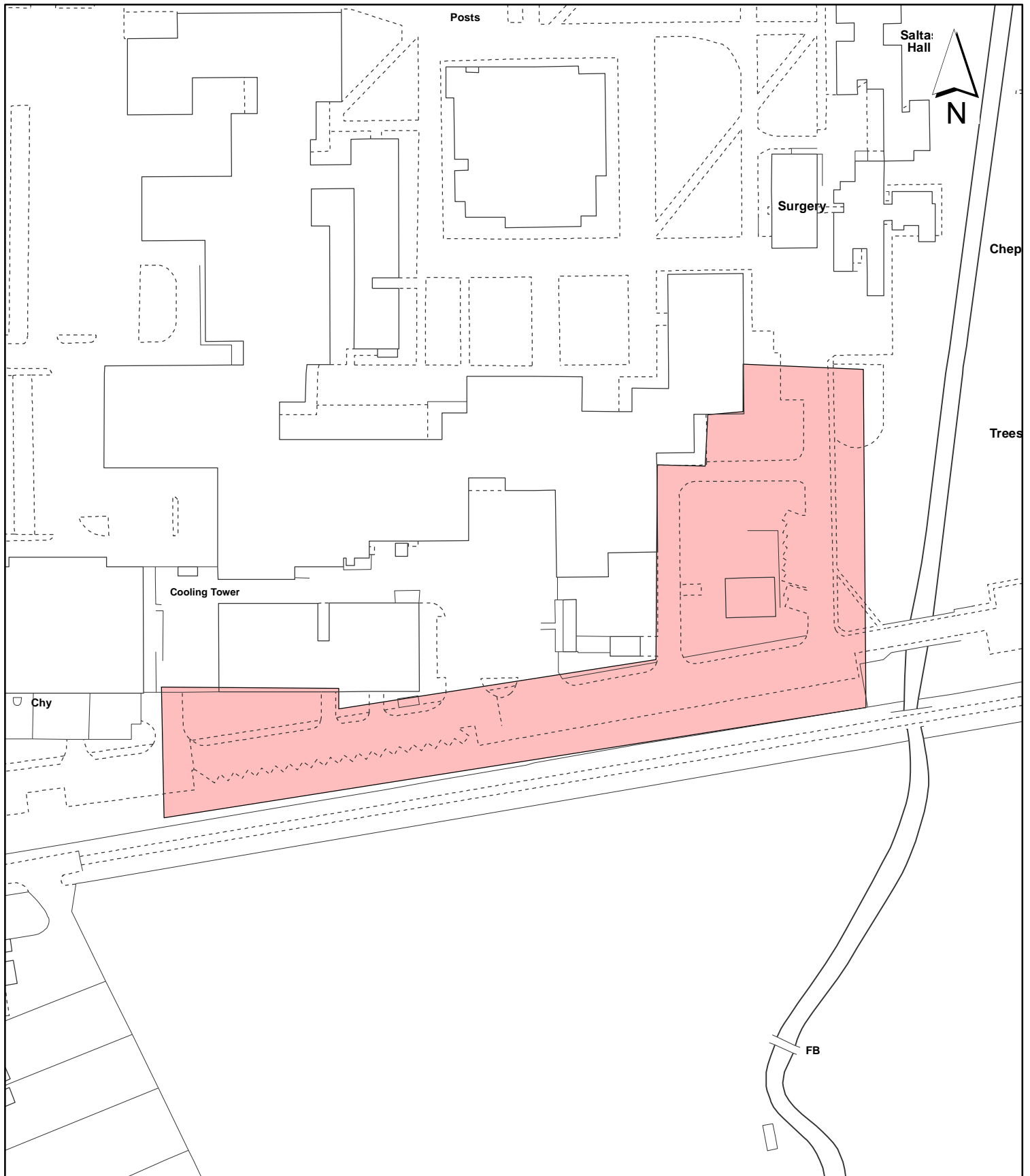
#### **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
The London Plan (March 2015)

National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon

**Contact Officer:** Victor Unuigbo

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Brunel University  
 Kingston Lane**

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

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

Planning Application Ref:  
**532/APP/2016/210**

Scale:  
**1:1,250**

Planning Committee:  
**Central & South**

Date:  
**May 2016**

