

Report of the Head of Planning, Sport and Green Spaces

Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

Development: Variation of conditions 2 and 9 of planning permission ref: 532/APP/2015/3349 dated 28/09/2015 (Erection of a multi storey car park and removal of existing surface parking) to allow eight more spaces to be retained (S73 application)

LBH Ref Nos: 532/APP/2016/3083

Drawing Nos: 5360CP-P+W-A-PL74_B
S73 Supporting Statement 7-10-16
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 Material
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
13424-TLP-MSCP-01 Landscape Layout
Lighting Plan 1011761-BS00(63)1001
Lighting Plan 1011761-BS00(63)1002
MSCP Design Access Statement
Travel Plan Performance Indicators
Transport Assessment
MSCP Landscape Design Statement
MSCP Visual Appraisal
MSCP External Lighting Report
MSCP Flood Risk Assessment
MSCP Ecology Assessment
MSCP Arboricultural Impact and Method Statement

Date Plans Received:	12/08/2016	Date(s) of Amendment(s):	11/10/2016
Date Application Valid:	15/08/2016		15/08/2016
			12/08/2016

1. SUMMARY

The application seeks minor material amendments to planning permission reference 532/APP/2015/3349 for a Multi Storey Car Park (MSCP) at the Brunel University campus.

The MSCP is required in part to replace parking spaces lost on the campus as a result of the construction of the AMCC2 research building at the University's Science Park, which was granted planning permission on 11/3/16 under application reference 532/APP/2015/33350. The changes sought to the MSCP permission relate to the retention of 8 parking spaces which were originally due to be removed elsewhere on the campus, in order for the the University to provide car parking in accordance with the overall campus wide cap of 2,088 parking spaces.

It should be noted that the multi storey car park itself will not be affected by the proposed changes in this S73 application. It is only the surface level parking spaces that are due to be decommissioned that are the subject of this S73 application.

The above changes are sought in conjunction with a Non Material Amendment (NMA) application(reference 532/APP/2016/3082) that has recently been approved for the AMCC2 research building referred to above. The NMA seeks changes to the AMCC 2 building, aimed at cutting costs and bringing the development back within the available budget. One of the changes is to remove car parking from the AMCC 2 development, resulting in 8 spaces less than were originally approved.

The AMCC 2 changes would therefore result in the loss of 8 spaces at the campus. The proposed changes in this S73 application will ensure that the University continues to provide overall parking provision on the campus in accordance with the campus wide target of 2,088 spaces.

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 originally imposed.

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-P+W-A-PL74 Rev B 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 (2016).

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 (2016)

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 (2016) 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 (2016) 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 (2016) 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 (2016) 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 (2016) 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 surfacing/seedling 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 (2016).

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 (2016) 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 Policy BE38 of the 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 (2016) 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 (2016).

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 (2016) 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	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 8.2	(2016) 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

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 MSCP 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, accomodating 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 a line of mature trees to the northern boundary with Ubridge 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 uncontrolled, 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

Condition 2 of planning permission reference 532/APP/2015/3349 for the Multi Storey Car Park (MSCP), requires the development to be carried out in complete accordance with the details shown on the submitted plans. The relevant plan for which changes are sought is plan No. 5360-CP/74, which identifies 70 car parking spaces to be lost elsewhere on the campus, in order for the University not to exceed the campus car parking cap of 2,088 spaces. The amended plan No. 5360-CP/74 Rev. B shows 8 of the parking spaces which were originally due to be removed now being retained.

Condition 9 of planning permission reference 532/APP/2015/3349 states:

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.

This S73 application now seeks to replace plan No. 5360-CP/74 with a revised plan No.5360-CP/74 Rev. B, which shows 62 parking spaces being removed as opposed to the

70 spaces on the approved plan.

3.3 Relevant Planning History

532/APP/2015/3349 Brunel University Kingston Lane Hillingdon
Erection of a multi storey car park and removal of existing surface parking spaces

Decision: 18-02-2016 Approved

532/APP/2015/3350 Brunel University Kingston Lane Hillingdon
Construction of a research building, together with associated substation, car parking, access and landscaping.

Decision: 13-01-2016 Approved

532/APP/2016/3082 Brunel University Kingston Lane Hillingdon
Non-Material Amendment application to planning permission ref: 532/APP/2015/3350 dated 08/09/2015 (construction of a research building, together with associated substation, car parking access and landscaping) to allow: relocation of 9 no. parking spaces within the campus, relocation of external plant housing, removal of retaining wall and replacement with a landscape gradient; relocation of disabled parking; alterations to traffic island; changes to hard and soft landscaping; alterations to the east and south elevations; and removal of roof lights.

Decision: 12-10-2016 Approved

Comment on Relevant Planning History

Planning permission was granted on 18 February 2016 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 approved scheme provides for 284 spaces, 258 spaces within the MSCP itself and 26 surface spaces.

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, but not yet constructed. The proposed MSCP will replace 124 existing surface level parking spaces on the MSCP 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 are to 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.

The current S73 application seeks to retain 8 of the spaces originally identified for decommissioning, to compensate for the loss of the 8 spaces no longer being proposed on the AMCC 2 research building site.

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 (2016) Climate Change Mitigation
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 6.11 (2016) Smoothing Traffic Flow and Tackling Congestion

LPP 6.13	(2016) Parking
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 8.2	(2016) 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:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

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. 41 adjoining owner/occupiers have been consulted. Site notices were also posted. One response has been received to the neighbour consultation, seeking clarification, the contents of which are summarised below:

Could you please clarify the following point regarding the above Planning Application. Am I correct in understanding that Brunel University wishes to amend the conditions imposed to the original application for a Multi Storey Car park, Ref. 532/APP/2015/3349, in order to permit additional car parking spaces on campus? Secondly, assuming I am correct, would the total number of parking spaces then exceed the permitted number of spaces, (2,088), that have been set for the campus? (Officer comment: The total number of parking spaces on the campus will not exceed the permitted overall campus wide target of 2,088 spaces).

CLEVELAND ROAD NEIGHBOURHOOD WATCH - No response.

CLEVELAND ROAD RESIDENTS ASSOCIATION - No response.

Internal Consultees

HIGHWAY ENGINEER

The application for the multi storey car park resulted in the proposed removal of surface level car parking spaces. The research building was approved with a provision of 15 car parking spaces. A revised application sought the removal of 8 spaces and these 8 are being retained elsewhere on the campus, still within the overall cap. As such no objections are raised on highway grounds.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development of the site has been established by virtue of planning permission ref: 532/APP/2015/3349. Only minor modifications are proposed to the approved scheme, namely retention of 8 surface level parking spaces elsewhere on the campus, which were originally identified for decommissioning. Since there will be no overall increase in the campus wide provision (existing or approved), no objections are raised to the principle of the proposed changes to the approved scheme.

7.02 Density of the proposed development

No residential use is proposed as part of this development. Density is not therefore a relevant consideration.

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

No changes are proposed to the multi storey car park itself. It is not considered that the retention of the existing 8 parking spaces on the Southern Perimeter Road would impact on the heritage assets of the area, in accordance with Saved Policy 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.

No changes are proposed to the multi storey car park itself. It is not considered that the retention of the existing 8 parking spaces on the Southern Perimeter Road would harm the amenity and openness of the Green Belt, 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

No physical works are proposed, as the 8 parking spaces to be retained under this S73 application already exist. On this basis, it is considered that the proposed development does not conflict 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.

No physical changes are proposed to the multi storey car park itself. A condition has been imposed requiring the proposed surface level car parking spaces to be lost elsewhere on the campus to be discontinued and the land restored, in accordance with a scheme of landscape restoration, to be agreed by the Local Planning Authority. The 8 parking spaces now proposed to be retained, which were originally due to be removed in accordance with the planning permission for the Multi

Storey Car Park will remain in situ. As a result, no physical works are involved in the retention of these spaces. It is therefore 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, BE24 and OE1 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/daylight and environmental impact.

There are no residential properties within the immediate vicinity of the proposed development. In addition, the current application merely seeks the retention of 8 existing car parking spaces which were originally identified for decomissioning. It is therefore not considered that the proposal 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, as the proposal does not include residential development. Living conditions for future residential occupiers is therefore not relevant to consideration of this proposal.

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. No changes are proposed to the access arrangements to the multi storey car park itself. 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. Similarly access to the 8 retained car parking spaces originally shown to be deleted will remain unaltered, off the Southern Perimeter Road.

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 no net gain of parking spaces across the campus as a result of this application.

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 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.

The approved drawing 5360CP-P+W-A-PL74 (Removal of Parking Spaces Layout1) shows 70 spaces to be removed in accordance with the recent grant of planning permission for the Multi Storey Car Park (application reference 532/APP/2015/3349). The proposed drawing 5360CP-P+W-A-PL74 Rev B shows 8 of these spaces to be retained, when they were originally due to be decommissioned. This will compensate for the changes to the AMCC 2 development to provide 8 less car parking spaces than were originally approved. (15 parking spaces were originally approved, but now only 7 spaces are to be provided as a result of the Non Material Amendment application reference 532/APP/2016/3082).

The proposed change will enable the University to continue to provide campus wide car parking in accordance with the overall campus wide target of 2,088 spaces. The University notes that the AMCC 2 changes would result in the loss of 8 spaces at the Campus overall, unless this S73 application proposed is approved.

The Highway Engineer originally 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.

It is recommended that the above mentioned conditions be carried forward to any subsequent S73 approval. The Highway Engineer raises no objection to the highways and transportation

aspect of the development, subject to the recommended conditions being imposed. 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

Issues of design and access have been discussed elsewhere in the relevant sections of this report. In respect of security, it is not considered that the proposal would have any significant adverse impacts.

7.12 Disabled access

The facilities are considered to be satisfactory from an accessibility standpoint, in compliance with Policy 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

Considerations relating to affordable and special needs housing are not relevant to this proposal.

7.14 Trees, Landscaping and Ecology

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 OL26 seeks the protection and enhancement of trees, woodland and landscape features. Policy EM2 seeks to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains.

No changes are proposed to the MSCP site itself as a result of the current proposal, whilst the 8 parking spaces now to be retained are existing. No objections are therefore raised in landscape terms, subject to the original landscape conditions being reimposed, to ensure that the proposals preserve and enhance the character and appearance of the area, in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

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 Ecology Assessment submitted with the original application confirmed 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. However, no changes are proposed to the MSCP site itself as a result of the current proposal.

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 formally 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 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 had been consulted on the original application and raised 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 was submitted with the original application. The construction effects were assessed as being of low risk to dust soiling and human health effects. 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 reviewed the original proposal, as did other statutory consultees. The comments received indicate that there were no requirements for planning obligations to mitigate the impacts of the development.

CIL

The development will not be liable for the Mayoral CIL or 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 Multi Storey Car park, 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 changes to the Multi Storey Car park permission 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.

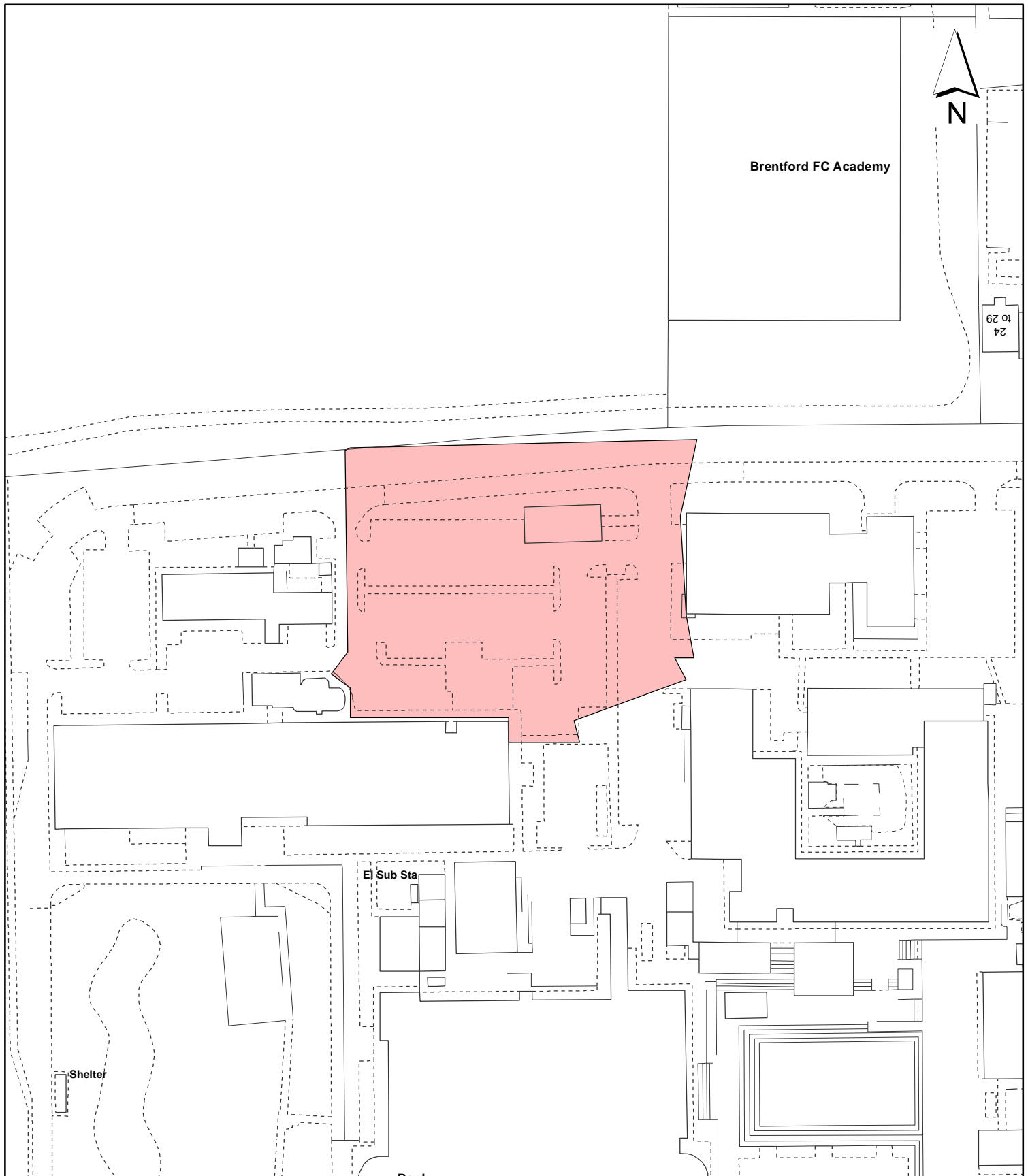
Approval is therefore recommended subject to conditions.

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

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/2016/3083

Scale:
1:1,250

Planning Committee:
Major

Date:
October 2016

