

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

**Address** BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

**Development:** Construction of three new pedestrian footpaths, widening of one access road, reconstruction and widening of one access road with increased splays, relaying of existing IT cable ducts and relocation of a cycle store.

**LBH Ref Nos:** 532/APP/2017/1884

**Drawing Nos:** Flood Risk Assessment dated 18 May 2017  
Ecological Appraisal Report No: RT-MME-125171-01  
16-1239-SL-0009-P4  
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16-1239-SL-0003-P3.  
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16-1239-SL-0015-P4  
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16-1239-SV-0005-P1  
16-1239-SV-0008-P1  
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16-1239-SL-0012-P6  
16-1239-SL-0004-P6  
16-1239-SL-0014-P6  
16-1239-SL-0006-P7  
Design and Access Statement W&A Ref: 16-1239-DS01  
16-1239-SL-0002-P2  
16-1239-SL-0001-P3  
Arboricultural Impact Assessment Report No: RT-MME-125171-02

**Date Plans Received:** 22/05/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 23/05/2017

### 1. SUMMARY

Planning permission is sought for formation of new pedestrian footpaths, reconfiguration of the parking areas, reconstruction of an existing access road, formation of a pedestrian paved area, installation of bollards and vehicle barriers, together with drainage and

associated works.

The works are proposed in three discrete areas within the central portion of the Brunel University campus between Cleveland Road and the River Pinn (site 1). These areas are situated in a corridor, on a north-south axis, between Lancaster Hall to the north to the Gardeners Compound on the Southern Perimeter Road.

The proposed works are intended to improve access and parking associated with the Halls of Residence, allow utility vehicle access, enhance and pedestrian thoroughfare, facilitate fire tender access and provide pedestrian escape routes from the Lecture Centre and Gordon Hall to the main pedestrian concourse, running east to west through the campus.

This application results in the loss of one parking space and this is acceptable as the overall provision of parking provision on the campus will still be under the total travel plan target of 2,088 spaces. Given that the works make improvements to emergency vehicle access and pedestrian amenity, no objections are raised on highway grounds.

Subject to conditions securing adequate sustainable urban drainage and landscaping, approval is recommended accordingly.

## **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

16-1239-SL-0001-P3  
16-1239-SL-0002-P2  
16-1239-SL-0003-P3.  
16-1239-SL-0004-P6  
16-1239-SL-0005-P3  
16-1239-SL-0006-P7  
16-1239-SL-0007-P4  
16-1239-SL-0008-P4  
16-1239-SL-0009-P4  
16-1239-SL-0010-P4  
16-1239-SL-0011-P7  
16-1239-SL-0012-P6  
16-1239-SL-0013-P6  
16-1239-SL-0014-P6  
16-1239-SL-0015-P4  
16-1239-SL-0016-P5  
16-1239-SL-0017-P5

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 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. The measures to protect retained trees, which shall be completed in accordance with the details set out in the submitted Arboricultural Implications Assessment and Arboricultural Method Statement. Report No: RT-MME-125171-02 dated May 2017. An arboriculturalist shall be retained to supervise excavation and any work which may affect trees.

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 of the 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 Refuse Storage

2.b Cycle Storage

2.c Car Parking Layouts for 48 spaces

2.d Hard Surfacing Materials

2.e External Lighting

3. Details of Landscape Maintenance

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

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a 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, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and 5.17 (refuse storage) of the London Plan (2016).

#### **5 NONSC SUDS**

Prior to commencement of the works hereby approved, 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 clearly demonstrate how it incorporates sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

i) provide information on all SuDs features including the method employed to delay and control the surface water discharged from the site and:

ii) 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.

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 in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016)

ii) To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016),

iii) To conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

#### **6 NONSC Ecology**

Prior to commencement of development hereby approved, an ecological enhancement

scheme based on the recommendations contained in the submitted Preliminary Ecological Appraisal Report No: RT-MME-125171-01 dated May 2017 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping. The development shall proceed in accordance with the approved scheme.

#### REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

#### INFORMATIVES

##### **1 152 Compulsory Informative (1)**

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

##### **2 153 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (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
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage

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
PR22	Brunel University
NPPF	
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The proposed pavement improvements and associated works are all located within the central area of the Brunel University campus between Cleveland Road and the River Pinn. The pavements and access road are currently used for pedestrian and vehicle access to the Halls of Residence and the teaching facilities on the campus.

The application site comprises three discrete parcels of open space situated in a corridor, on a north-south axis, between Lancaster Hall in the north to the Gardener's Compound on the Southern Perimeter Road.

The footpath and parking bays are located within the context of an existing street, created between the existing Halls of Residence and are used for vehicle access and parking associated with the Halls of Residence, utility vehicle access and pedestrian thoroughfare from the path along the River Pinn to the north and car parking in the north-east corner of the campus.

#### 3.2 Proposed Scheme

Planning permission is sought for the following works:

Area A:

- Formation of a new 1.8m wide pedestrian footpath connecting existing paved areas, passing between Borough Road and Maria Grey Halls of Residence, with associated realignment of a stone seating bench, removal of one parking bay (reprovided in Area B) and remarking of two existing parking bays to form one disabled bay and the other hatched out to prevent parking.

Area B:

- Alterations to the existing concrete block paving and planted beds adjacent to the Southwark and Stockwell Halls of Residence to allow reconfiguration of the parking along the road side to reprovide the parking bay.
- Relocation of existing drainage gully.
- Relocation of a Utility Shed towards the southern end of Stockwell Hall (Area B).
- Repositioning of existing lamp standards.

Area C:

- Easing of radius kerbs and realignment of footpath at existing junction of service road from the Southern Perimeter Road (Area C).

- Alterations to kerb lines and associated macadam paving adjacent to Tower D for improved vehicle access (Area C).
- Reconstruction of the existing block paved access road between the Medical Centre and the John Crank Building, to facilitate use by heavy goods vehicles ( the current pavement foundation is failing and has 7.5T weight limitation), including widening from 3.5 to 3.7m width for fire tender access.
- Formation of turning head to the south of the Gordon Hall with associated realignment of pedestrian steps, formation of a pedestrian paved area and installation of bollards and vehicle barriers.
- Formation of pedestrian footpaths adjacent to the Lecture Centre and Gordon Hall.
- Associated electrical cable duct alterations to deepen cable cover at road crossing.
- Construction of a cable pit for future use.

### **3.3 Relevant Planning History**

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

There is an extensive planning history at this site. The most relevant planning history is considered to be the outline planning permission for the development of the Campus (ref: 532/APP/2002/2237) which was granted in April 2004 and allows for a total provision of 2,598 car parking spaces. However, a Travel Plan forms part of the approved application documentation which requires the level of car parking to be capped at 2,088 spaces across the Campus.

## **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
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
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
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NPPF	
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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:- **13th July 2017**

## **6. Consultations**

### **External Consultees**

A site notice was posted on the site. There are no immediately adjoining neighbours and no comments have been received.

### **Internal Consultees**

HIGHWAY ENGINEER

This application by Brunel University is to make minor changes to car parking, footpaths and access roads at the Kingston Lane campus to facilitate better access and overcome existing maintenance issues. I am not aware that the proposals make any significant changes to car parking numbers but make improvements to emergency vehicle access and pedestrian amenity. On the basis of the above comments I do not have significant highway concerns over the above application.

FLOOD AND DRAINAGE OFFICER



There are no objections to the in principle widening of the access roads and new footpaths as long as the material used for the construction are appropriately permeable so that flood risk is not increased.

Although this is a small area, there are continuing, 'small' developments across the Brunel site, which are not contributing to reducing the flood risk faced by the University. A drainage strategy covering the whole site is critical to inform these ongoing developments and which although has been committed to by the University in compliance with a previous planning application it has not been provided yet.

The site is also identified at risk of surface water flooding on the Environment Agency Flood Maps. It is therefore important all developments in this area contribute to manage the risk from surface water, and reduce the run off from their site. A condition is therefore requested requiring a scheme for the provision of sustainable water management including the method employed to delay and control the surface water discharged from the site and a management and maintenance plan of arrangements to secure the operation of the scheme throughout its lifetime, including appropriate details of inspection regimes and appropriate performance specification.

#### TREE AND LANDSCAPE OFFICER

None of the trees are protected by TPO or Conservation Area designation. The campus lies within designated Green Belt.

An Arboricultural Impact Assessment (AIA) has been prepared by Middlemarch Environmental. 48 No individual trees or groups on, or close to the proposed areas, have been plotted and ascribed a reference number. According to the AIA, only those trees affected by the proposals have been identified and assessed for their condition and value. In Area A, no trees will be removed. Area B will require the removal of four trees: T36 and T37 both Tulip trees (C1), T39 a Rowan (B1) and T40 a Rowan (C1). In Area C, a Maple (C1) will be removed. While the loss of a B1 grade tree is regrettable, it is acceptable in this context. The removal of the C grade trees would not normally be considered a constraint on development. The report includes a section (4) on mitigation and protection and section 6 provides plans indicating the trees to be removed and those to be retained with their RPA's and protection measures. Section 5.0 notes the need for an Arboricultural Method Statement and arboricultural supervision of work associated with tree ref. T27, T28, T30 and T31 due to some encroachment of work within the RPA's.

RECOMMENDATION No objection, subject to conditions COM8 (to include arboricultural supervision and monitoring on site and reporting back to the local planning authority), COM9 (parts 1,2,4 and 5) and COM10.

## **7. MAIN PLANNING ISSUES**

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

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

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

With regard to local policy, Part 1 of the Local Plan continues to give strong protection to Green Belt land. The relevant policy in the Local Plan Part 1 is EM2, which makes clear

that any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies.

The 2007 Unitary Development Plan Saved Policies (currently serving as Part 2 of the Hillingdon Local Plan) are also relevant. Planning policy on Green Belt land is set out at Policies OL1, OL2 and OL4. These policies give strong emphasis to not normally permitting new buildings in the Green Belt, reflecting overarching national and London wide policies.

Historically, Brunel University has been identified in the Local Plan as a major developed site within the Green Belt. Although the NPPF no longer refers to major developed sites, para 89 of the NPPF states that limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, would not constitute inappropriate development in the Green Belt.

The works would not increase the developed area of the campus, and it is not considered given the modest scale of the proposals, that the works would have a greater impact on the openness of the Green Belt in this location, in accordance with Policies OL1 and OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

In addition, Policy PR22 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is considered relevant. This policy reserves the campus for development associated with the functioning of the University as a centre of academic learning and research, while safeguarding the function and open nature of the Green Belt.

The proposed works are intended to improve access and parking associated with the Halls of Residence, allow utility vehicle access, enhance and pedestrian thoroughfare, facilitate fire tender access and provide pedestrian escape routes. The works are directly related and associated with the University, in compliance with Saved Policy PR22.

Given the above considerations, no objection is raised to the principle of the development at this location.

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

Not applicable to this application.

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

The application site is not in a designated area. The nearest conservation areas are The Greenway to the north and Hillingdon Village to the east. Views from the Greenway Conservation Area would be unaffected. The Hillingdon Village Conservation Area is located some distance from the application site and it is considered that neither of the conservation areas will be adversely affected by the proposed development.

Within the University Campus, the nearest listed building is the Lecture Theatre building. New footpaths will be constructed through existing grassed areas along the side of the Lecture Centre and Gordon Hall to connect existing escape routes to the primary east-west pedestrian route running through the campus. It is considered that the new footpath would have little impact on the setting of the listed building.

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

#### **7.04 Airport safeguarding**

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

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

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

The University campus is situated within a relatively isolated area of designated Green Belt, however the campus itself is relatively built up and urbanised, with institutional buildings 10-15m in height. The area surrounding the University campus is relatively enclosed with belts of dense vegetation, hedgerows and groups of mature trees.

The alterations within these areas will be mainly visible from Halls of Residence and The John Crank Building and not further afield.

Given the relatively modest scale of the proposals, it is considered that the works could be implemented without a significant impact on the appearance of this part of the site and its immediate context.

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

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

Saved Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) attempt to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Saved Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

The footpath between Maria Grey and Borough Road Halls of Residence (Area A) follows a meandering route connecting existing pavements, following the existing ground contours. The new pavement will be of bitumen macadam construction finished with resin bonded natural flint aggregate. The material has been chosen as being most appropriate to form the proposed route and level changes. The new footpath in area A will be constructed across an area of existing grassed landscape passing between the existing halls of residence, to formalise a pedestrian route for students and staff approaching the campus from the north to improve access to the Halisbury Building.

The alterations to the parking adjacent to the Southwark and Stockwell Halls (Area B) are proposed in an existing street scene, with car parking along the roadside, interrupted by small planted beds and the existing Utility Store. The reconfiguration and introduction of one additional parking bay, to offset the bay removed for access to the footpath in Area A, will result in a regularised extended parking area.

The proposed pavement alterations for additional and reconfiguration of parking bays outside the Southwark and Stockwell Halls will be constructed in herringbone pattern block paving to match the existing material, with precast concrete raised kerbs and with contrasting soldier course block banding for demarcation and line marking paint to create the new arrangement, with all materials matching the existing pavement finishes.

Four young planted trees along the edge of the parking bays will be removed, as these will be too close to the pavement edge for them to be retained.

The existing utility store will be reconstructed on a new concrete foundation/ paving slab with side access footpath in a new location, re-using existing materials where retrievable, or replaced to match the existing construction throughout.

The proposed upgrade and widening of the access road between The Medical Centre and The John Crank Building forecourt (area C) will be constructed to replace the existing access roadway and associated gravel drainage verge formed along its eastern edge. The road is currently finished in concrete block paving, passing through a grassed landscape and between existing trees.

The proposed works will be located in an area of the campus which has already been developed and any impact will be localised. The proposal would not be in conflict with the overall landscaping scheme for this part of the campus. The Tree and Landscape Officer raises no objections, subject to conditions to protect retained trees, and the submission of hard and soft landscaping details. Subject to compliance with these conditions, it is considered that the development complies with Policies BE13, BE38 and site specific Policy PR22 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

The proposed works are located centrally within the University campus and there are no residential properties within the vicinity of the site.

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

Not applicable to this application.

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

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan 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 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

This application by Brunel University is to make minor changes to car parking, footpaths and access roads at the Kingston Lane campus to facilitate better access and overcome existing maintenance issues.

In terms of parking, the application seeks to remove one parking bay from Area A to be reprovided in Area B and remarking of two existing parking bays to make one for disabled use, with the other hatched out to prevent parking. This application results in the loss of one parking space which is considered acceptable in the context of the overall parking provision on the campus as a whole. The overall provision on the campus will still be under the total travel plan target of 2,088 spaces.

Access for construction vehicles will be via the main access to the University from

Kingston Lane and via the perimeter service roads within the campus.

The application also seeks improve vehicular and pedestrian access at this part of the campus. On this basis, the Highway Engineer raises no objections on highway grounds.

It is considered that the development complies with Policies AM7 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

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

#### **7.12 Disabled access**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

The scheme does not obstruct any pedestrian route or reduce accessibility around the campus. The applicant confirms that the works will comply with Approved Document M, 2013 of the Building Regulations and BS 8300:2001.

The scheme is considered to provide improved pedestrian and vehicular access to the Halls of Residence and teaching facilities within the University campus, in accordance with 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 HDAS: Accessible Hillingdon.

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

Not applicable to this application.

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

##### **TREES AND LANDSCAPING**

The site comprises an area of existing grassed landscape passing between the existing halls of residence.

An Arboricultural Impact Assessment has been submitted in support of this application. In Area A, no trees will be removed. Area B will require the removal of four trees: 2 Tulip trees (class C1), a Rowan (class B1) and a Rowan (class C1). In Area C, a Maple (class C1) will be removed. The Tree and Landscape officer advises that the removal of the C grade trees would not normally be considered a constraint on development and while the loss of the B1 grade Rowan tree is regrettable, it is acceptable in this context.

Overall, the Tree and Landscape Officer raises no objections, subject to relevant landscape conditions, to include arboricultural supervision, in order 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**

Local Plan Part 1 Policy EM7 and Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new

habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species.

A Preliminary Ecological Appraisal was submitted in support of this application. An ecological desk study and a walkover survey (in accordance with Phase 1 Habitat Survey methodology) were undertaken. The ecological desk study identified no European statutory sites within the vicinity of the site. The site is also not located within 10 km of a statutory site designated for bats. The desk study also provided records of protected and notable species including bats, badger, hedgehog, water vole, birds and invertebrates.

The site predominantly comprised large areas of hardstanding access roads and paved walkways. The site also included occasional individual scattered trees present amongst the strips of well managed amenity grassland and introduced shrubs. The key ecological features on site in relation to the works proposed are the presence of habitats such as mature and semi-mature trees and the presence of suitable habitats on site to support notable species such as bats, hedgehog and birds.

In order to ensure compliance with wildlife legislation and relevant planning policy, the Ecological Appraisal recommended the following mitigation measures:

R1 Biodiversity enhancement measures should be incorporated into the landscaping scheme of any proposed works to maximise the ecological value of the site.

R2 Individual Scattered Trees: Any trees on site, or overhanging the site, which are to be retained as a part of any proposed works should be protected in accordance with British Standard 5837: 2012

R3 Foraging/Commuting Bats: Bats are likely to use the site boundaries for foraging and commuting. Therefore, any lighting, either temporary or permanent, along the site boundaries should be kept to a minimum and directed away from these boundary features to maintain 'dark' areas and corridors.

R4 Terrestrial Mammals including Hedgehog: Any excavations that need to be left overnight should be covered or fitted with mammal ramps. Any open pipework with an outside diameter of greater than 120 mm must be covered at the end of each work day.

R5 Nesting Birds: Vegetation clearance should be undertaken outside the nesting bird season. The nesting bird season is weather dependent but generally extends between March and September inclusive (peak period March-August).

A condition requiring details of an ecological enhancement, to promote and enhance wildlife opportunities within the landscaping based on the above recommendations is recommended. Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan, which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

#### **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**

Saved Policies OE7 and OE8 of the Hillingdon Local Plan Part 2 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. London Plan Policy 5.13 refers to Sustainable Drainage and seeks to ensure that surface water run-off is managed as close to its source as possible.

A flood risk assessment has been undertaken which concludes the site to be at low risk from all sources of flooding and that the proposal provides betterment to the existing condition and can be constructed and operated safely in flood risk terms without increasing flood risk elsewhere.

It is proposed to convert the service road between The Medical Centre and The John Crank Building forecourt to a form providing SuDS drainage capability. The access road is planned to carry utility, service and other heavy vehicles that require access to the rear of Gordon Hall and to the forecourt at The John Crank Building. The existing construction has limited strength and requires re-construction to provide suitable load capacity. The existing pavement is surfaced with an impermeable concrete block finish, which falls to a stone filled land drain to one side. This has become silted and provides insufficient restraint to the existing road edge. The new pavement will be finished with permeable concrete block paving and the overall construction will be designed to provide SUDs permeable construction, filtering and draining surface water into the underlying gravel sub-soils.

Notably the Council's Flood Risk/Drainage Officer has raised no objections, subject to a condition requiring details of sustainable water management. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

**7.18 Noise or Air Quality Issues**

Not applicable to this application.

**7.19 Comments on Public Consultations**

No responses to the public consultation have been received.

**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**

The principle of the development is considered acceptable at this location. In terms of the impact on the Green Belt, the proposed changes to the landform are minimal 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.

While some trees will be removed to accommodate the proposal, new tree planting is proposed and it is considered that the visual impacts of the proposal will not be significant.

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. There are no adverse highway



issues associated with this development.

Subject to conditions protecting retained trees, ecological mitigation/enhancement, a landscaping scheme and sustainable drainage scheme, the application is recommended for approval.

**11. Reference Documents**

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)

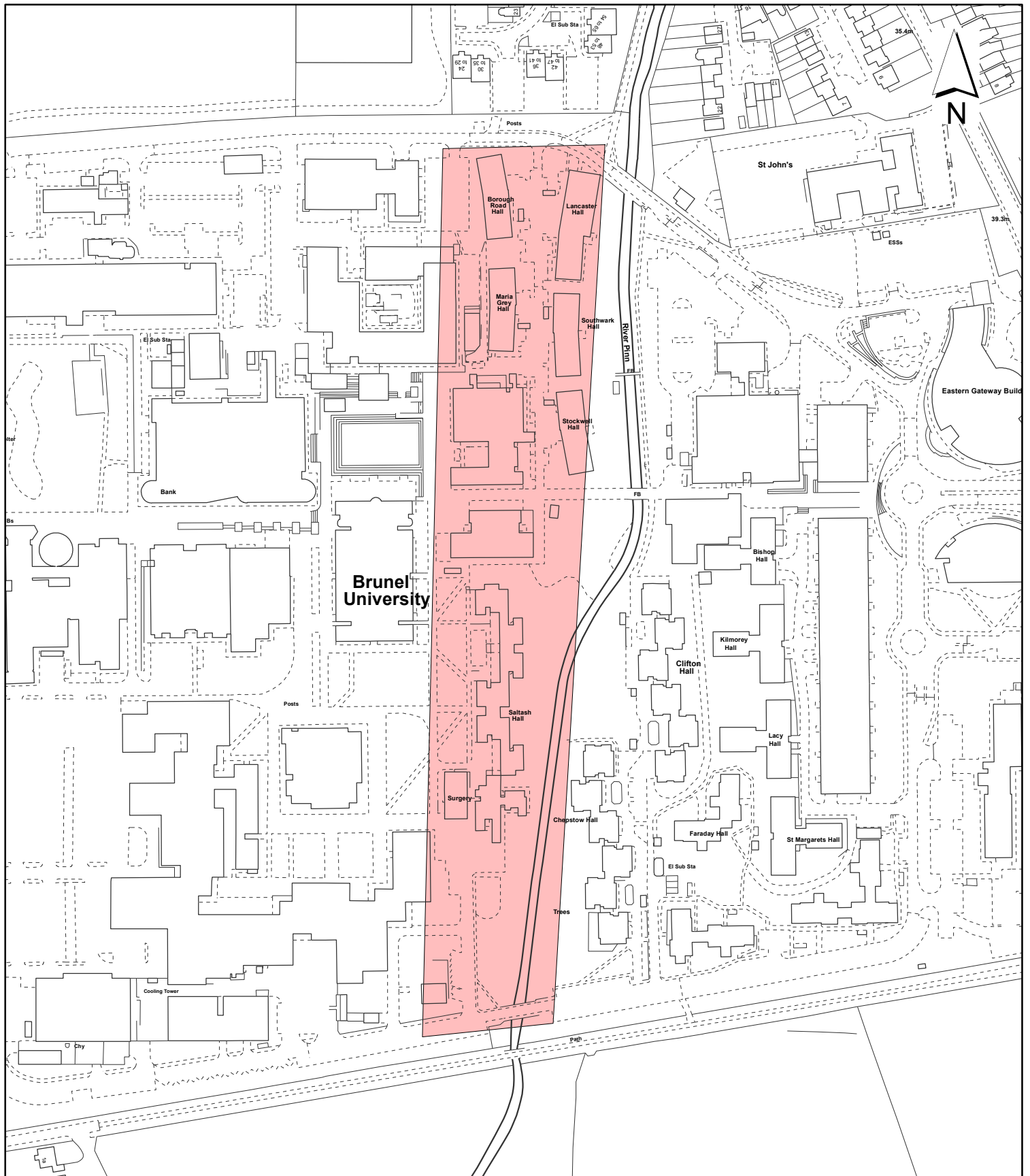
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan 2016

Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010

**Contact Officer:** Karl Dafe

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**Notes:**

 Site boundary

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Site Address:

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 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**532/APP/2017/1884**

Scale:  
**1:2,500**

Planning Committee:  
**Central & South**

Date:  
**August 2017**

