

Report of the Head of Planning, Sport and Green Spaces

- Address** RUISLIP HIGH SCHOOL SIDMOUTH DRIVE RUISLIP
- Development:** Provision of a new three-storey linked building, accommodating school hall, Sixth Form centre, classrooms, staff and ancillary facilities; single-storey extension to changing rooms; enhancement of the central courtyard with associated hard and soft landscaping; additional cycle storage; and ancillary development.
- LBH Ref Nos:** 64322/APP/2017/3185
- Drawing Nos:** Planning Statement prepared by Batcheller Monkhouse dated August 2017
Phase 2 Report on a Site Investigation, prepared by Albury S.I. Ltd date March 2017
12306b_CCTV 2 (Underground CCTV Survey)
Arboricultural Constraints Report, prepared by SES dated October 2015
Flood Risk Assessment (FRA) prepared by Ambiental dated May 2017
Air Quality Assessment prepared by Aether dated July 2017
Energy Statement prepared by Arcadis dated August 2017
1 Rev.A (Tree Survey & Protection Plan)
Arboricultural Impact Assessment prepared by SES dated 28/08/17
Ecological Appraisal prepared by EPR dated August 2017
Transport Assessment prepared by Local Transport Projects dated August 2017
Travel Plan prepared by Local Transport Projects dated August 2017
Tree Survey Schedule
BRUKL Output Sheets
External Lighting Strategy Report prepared by Arcadis dated July 2017
R-A-10000 Rev.C (Location Plan)
R-A-12001 Rev.C (Proposed Ground Floor Plan)
R-A-12002 Rev.C (Proposed First Floor Plan)
R-A-12003 Rev.C (Proposed Second Floor Plan)
R-A-12004 Rev.C (Proposed Roof Plan)
R-A-12005 Rev.C (Proposed Ground Floor Plan (Colour))
R-A-12006 Rev.C (Proposed First Floor Plan (Colour))
R-A-12007 Rev.C (Proposed Second Floor Plan (Colour))
R-A-12008 Rev.B (Existing Ground Floor Plan)
R-A-12009 Rev.B (Existing First Floor Plan)
R-A-12010 Rev.B (Existing Second Floor Plan)
R-A-12011 Rev.C (Remodelling Works - Ground Floor Plan)
R-A-12012 Rev.C (Remodelling Works - First Floor Plan)
R-A-12013 Rev.C (Remodelling Works - Second Floor Plan)
R-A-20101 Rev.C (Existing Elevations)
R-A-20102 Rev.C (Existing Elevations)
R-A-20103 Rev.C (Proposed Elevations)
R-A-20104 Rev.C (Proposed Elevations)
R-A-20105 Rev.C (Proposed Elevations (Colour))
R-A-20106 Rev.C (Proposed Elevations (Colour))
R-A-20107 Rev.C (Proposed Sectional Elevations - Courtyard)
R-A-20108 Rev.C (Proposed Sectional Elevations - Courtyard (Colour))
R-A-90001 Rev.C (Axonometric - Ground Floor Level)

R-A-90002 Rev.C (Axonometric - First Floor Level)
 R-A-90003 Rev.C (Axonometric - Second Floor Level)
 R-A-90004 Rev.C (Axonometric - Roof Floor Level)
 R-A-90005 Rev.C (Axonometric 02 - Ground Floor Level)
 R-A-90006 Rev.C (Axonometric 02 - First Floor Level)
 R-A-90007 Rev.C (Axonometric 02 - Second Floor Level)
 R-A-90008 Rev.C (Axonometric 02 - Roof Floor Level)
 R-A-90010 Rev.C (3D Overview Perspective View)
 R-A-90011 Rev.C (3D Aerial Perspective - View 1)
 R-A-90012 Rev.C (3D Aerial Perspective - View 2)
 R-A-90013 Rev.C (3D Aerial Perspective - View 3)
 R-A-90014 Rev.C (3D Perspective - View 1)
 R-A-90015 Rev.C (3D Perspective - View 2)
 R-A-90016 Rev.C (3D Perspective - View 3)
 R-A-90017 Rev.C (3D Perspective - View 4)
 L8145-1 (Existing Elevations)
 M297-100 Rev.P1 (Landscape Plan)
 Design & Access Statement prepared by Callison RTKL dated 31/08/2017
 Topographic Survey (Sheet 1 of 2)
 Topographic Survey (Sheet 2 of 2)
 Underground Services Survey (Sheet 1 of 2)
 Underground Services Survey (Sheet 2 of 2)
 Archaeological Desk-Based Assessment prepared by AOC dated January 2015
 R-A-10001 Rev.C (Proposed Site Block Plan)

Date Plans Received: 31/08/2017 **Date(s) of Amendment(s):**

Date Application Valid: 14/09/2017

1. SUMMARY

This application seeks full planning permission for works associated with the expansion of Ruislip High School. The proposals involve the provision of a new three-storey linked building, which would be located at the north east side of the existing school site and link to the building's two existing north east facing wings; the erection of a single-storey extension to the existing changing rooms; enhancement of the central courtyard with associated hard and soft landscaping; additional cycle storage; and ancillary development

The proposals would enable the expansion of the school from six forms of entry (6FE) to seven forms of entry (7FE) allowing them to cater for a total of 1302 pupils (including sixth form).

The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area. The Hillingdon School Expansion Programme is part of the Council's legal requirement to meet the educational needs of the borough.

In the main metropolitan areas throughout the country there has been a significant increase in the need for school places and this holds true for London. This increase reflects rising birth rates, migration changes and housing development. The impact of these factors has, to date, mainly been felt in primary age groups. Many primary schools

have already expanded and three new primary schools have been built. However, these larger pupil cohorts are now approaching secondary school age.

Historically, there has been some capacity in the system at secondary level. However, this 'excess' capacity is reducing as pupil numbers increase and is now approaching the point where demand will outstrip capacity. Between 2017 and 2023, the number of pupils needing Year 7 (secondary admission year) places in Hillingdon schools is forecast to increase by 17%. Data on place offers for September 2017 admission shows nearly all schools at, or close to, capacity.

The applicant has advised that there is a forecast need for 8 new forms of entry for secondary schools by the 2019 school year across the borough taking into account committed development at Abbotsfield and Swakeleys Schools.

For secondary school planning purposes, the borough is divided into two geographical areas broadly north and south of the A40. Most of the 8 form entry requirement for 2019 is based in the north of the borough, although there is also a rising requirement within the south.

To meet this need, additional places will need to be provided. However, within the overall increase in demand, there is also a need to ensure that there are sufficient places in each area so that pupils can be offered places within a reasonable travelling distance of their homes. Ruislip High is considered to be ideally placed to help meet this need.

The proposal fully complies with the aims of paragraph 72 of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and Local Plan: Part Two policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Furthermore, whilst it would inevitably be visible from the Green Chain in this location, the harm is not considered to be so significant that refusal could be justified, especially taking into consideration the educational need and lack of alternative options demonstrated by the applicant. The proposal is therefore also considered to accord with the objectives of policy OL11 of the Local Plan: Part Two, relating to development within green chains.

It is not considered that the proposed development would result in an unacceptable impact on the visual amenities of the school site or on the surrounding area. Furthermore, it is not considered that the proposal would have any significant detrimental impact on the amenities of the occupiers of neighbouring residential properties.

The proposal is supported by a detailed Transport Assessment and provides for mitigation measures to reduce its impact on the local highway network. The Council's Highway Engineer has reviewed this information in detail and confirmed that the proposed development would be acceptable in terms of traffic impact, pedestrian and highway safety.

Further information relating to the proposed drainage strategy has been verbally requested by the Council's Flood and Water Management Officer. Negotiations are ongoing between officers and the applicant to ensure sufficient information is provided and this is reflected in the recommendation in part 2 of this report.

The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning and Enforcement to approve the scheme, subject to resolution of the drainage matters to the satisfaction of the Council's Flood and Water Drainage Officer.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:

A. Improvements to the existing drainage system and complimentary measures to address surface water drainage and flooding.

B. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

1. Construction Training: Either a contribution equal to the formula (£2,500 for every £1m build) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered. A contribution towards co-ordinating costs may also be required.

2. Travel Plan: Prior to first occupation of the extension a full travel plan to be submitted to and approved in writing by the Council. Thereafter the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. The trigger points for review shall be agreed in writing by the Council. The Travel Plan shall include regular review of cycle parking provision and a commitment to the installation of additional spaces should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.

3. Project Management & Monitoring: A contribution equal to 5% of the total cash contributions secured to enable the management and monitoring of the resulting agreement.

C. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

D. That the officers be authorised to negotiate the terms of the proposed agreement.

E. That, if the S106 agreement has not been finalised within six months, under the discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

F. That if the application is approved, the following conditions be attached:

1 SP01 Council Application Standard Paragraph

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

2 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.

3 COM4 Accordance with Approved Plans

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

R-A-10001 Rev.C
R-A-12001 Rev.C
R-A-12002 Rev.C
R-A-12003 Rev.C
R-A-12004 Rev.C
R-A-12005 Rev.C
R-A-12006 Rev.C
R-A-12007 Rev.C
R-A-12011 Rev.C
R-A-12012 Rev.C
R-A-12013 Rev.C
R-A-20103 Rev.C
R-A-20104 Rev.C
R-A-20105 Rev.C
R-A-20106 Rev.C
R-A-20107 Rev.C
R-A-20108 Rev.C
R-A-90001 Rev.C
R-A-90002 Rev.C
R-A-90003 Rev.C
R-A-90004 Rev.C
R-A-90005 Rev.C
R-A-90006 Rev.C
R-A-90007 Rev.C
R-A-90008 Rev.C
M297-100 Rev.P1
1 Rev.A

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 COM5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the following supporting plans and/or documents:

Design & Access Statement prepared by Callison RTKL dated 31/08/2017
Phase 2 Report on a Site Investigation, prepared by Albury S.I. Ltd dated March 2017
Arboricultural Constraints Report, prepared by SES dated October 2015
Arboricultural Impact Assessment prepared by SES dated 28/08/17
Tree Survey Schedule
Air Quality Assessment prepared by Aether dated July 2017
Energy Statement prepared by Arcadis dated August 2017

BRUKL Output Sheets

Ecological Appraisal prepared by EPR dated August 2017

Transport Assessment prepared by Local Transport Projects dated August 2017

Travel Plan prepared by Local Transport Projects dated August 2017

Archaeological Desk-Based Assessment prepared by AOC dated January 2015

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

5 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM7 Materials (Submission)

No development shall proceed beyond the steel/timber/concrete superstructure (including roof structure) of any building proposed until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.13 of the London Plan (2016).

7 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 for 76 bicycles

- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts for 79 vehicles
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

- 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

- 5. Schedule for Implementation

- 6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

8 NONSC Ecological enhancements

Prior to commencement of development an ecological enhancement scheme 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 and the fabric of the buildings. These shall include, but not be limited to, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Local Plan: Part One Strategic Policies and Policy 7.28 of the London Plan (2016).

9 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

10 COM31 Secured by Design

The building(s) shall adhere to 'Secured by Design' principles as set out in the document 'Secure by Design Design - New Schools 2014' published on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until relevant security measures have been implemented.

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.

11 NONSC PV details

Prior to the commencement of development full details (including specifications) of the photovoltaic (PV) panels as required by the Energy Assessment (Arcadis August 2017) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type of PVs, the specifications, and the fixing mechanism and angles to the roof. Elevations and roof plans clearly showing the inclusion of the PVs shall also be included. The development must proceed in accordance with the approved details.

Reason

To secure the CO2 reductions set out in the Energy Assessment in compliance with London Plan (2016) Policy 5.2.

12 NONSC Construction Logistics Plan

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

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours),

- ii) booking systems,
- iii) construction phasing,
- iv) vehicular routes,
- v) scope for load consolidation in order to reduce the number of road trips generated,
- vi) measures to improve safety to vulnerable road users'
- vii) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),

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

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

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6,14 of the London Plan (2016).

13 NONSC Automatic light switch off

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

REASON

To safeguard residential amenity in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to reduce energy demands in accordance with London Plan (2016) Policy 5.2.

14 NONSC MoD condition

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in accordance with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 COM15 Sustainable Water Management

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

- i. provide information about the design storm period and intensity, the method employed to

delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii. include a timetable for its implementation; and

iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iv. provide details of water collection facilities to capture excess rainwater;

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

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

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.

OL11	Green Chains Replaced by PT1.EM2 (2012)
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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 Development in areas likely to flooding - requirement for flood

OE7	protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.18	(2016) Education Facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
NPPF	National Planning Policy Framework

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 I11 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

6 I12 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

7 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

8 119 **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

9 134 **Building Regulations 'Access to and use of buildings'**

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

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

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

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

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

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for

service providers, 2003. Available to download from www.drc-gb.org.

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

10

The Council's Access Officer has provided the following advice:

- a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
- b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
- c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.
- d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
- f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

11

You have already been provided with a copy of the letter dated 22/09/17 from Cadent Gas. You are reminded to take heed of their advice and to contact them in advance of any works taking place. Contact details are as follows:

Plant Protection
Cadent
Block 1; Floor 1
Brick Kiln Street
Hinckley
LE10 0NA
E-mail: plantprotection@cadentgas.com
Telephone: +44 (0)800 688588

3. **CONSIDERATIONS**

3.1 **Site and Locality**

Ruislip High School occupies an approximately 1.9 hectare, broadly rectangular shaped plot, located on the south east side of Sidmouth Drive in Ruislip.

The site accommodates a modern 2 -3 storey high building, with extensive sloping green roofs, which is located towards the centre on the site. External social space and all

weather sports pitches occupy the north east and south east sides of the site. A one-way clockwise (westbound) system, which possesses separate access and egress points, taken from Sidmouth Drive to the north of the site, is located to the front of the building. This provides access to 25 parking spaces. A second parking area, located immediately to the west of the main school building provides an additional 54 parking spaces, resulting in a total of 79 parking spaces.

The site is bounded to the north west by Sidmouth Drive, beyond which are New Pond Playing Fields and a small pay and display car park, in addition to a single-storey building used as a nursery and a single-storey building accommodating a gym. To the north east and south west the site is bounded by residential properties. To the south east it is bounded by a recreation ground. It is understood that the school makes use of the playing fields to both the north east and south west.

The site falls within the green chain as designated in the Hillingdon Local Plan. The south west part of the site, forming the school's main car park, falls within flood zone 2 and a critical drainage area. A part of the building and a large all weather pitch to the south east of the site also fall within flood zone 2.

3.2 Proposed Scheme

This application seeks full planning permission for development associated with the expansion of Ruislip High School from a 6FE to a 7FE secondary school.

This would enable an increase in pupil numbers from 1116 to 1302, representing a total increase of 186 (including sixth form). Staff numbers would increase from 105.2 Full-Time Equivalent (FTE) to 122.7 FTE, representing an increase of 17.5.

The Planning Statement and Design and Access Statement both confirm that the proposals would comprise the following:

- A new three-storey building, located to the east of the existing school building and connecting to the two existing sloped wings.
- An additional block added to the existing school building's changing facilities.
- Provision of Special Resource Provision Units to assist with the education of physically disabled students and students suffering from autism.
- Additional classrooms.
- Additional study space.
- Additional student social space.
- Additional faculty rooms.
- Additional restroom facilities.
- Provision of an additional dining/exhibition room.
- Provision of a covered external play deck and art studio.
- Provision of an external plant room.
- Additional changing rooms.
- Additional storage.
- Two three-story staircases connecting the proposed and existing buildings, reorganising the existing connectivity and improving accessibility and student circulation.

3.3 Relevant Planning History

18248/APP/2001/1665 Land At Sidmouth Drive Recreation Ground Sidmouth Drive Ruislip
PROVISION OF A 900 PLACE SECONDARY SCHOOL INCORPORATING ADULT EDUCATIC

FACILITIES, DUAL USE SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER SPORTS PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)(OUTLINE APPLICATION)

Decision: 08-11-2002 Refused **Appeal:** 16-12-2003 Allowed

18248/APP/2005/1022 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Ru
RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE, LANDSCAPING AND ACCESS) IN COMPLIANCE WITH CONDITION 2 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/ A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DU SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 21-06-2005 Approved

18248/APP/2005/1050 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Si
DETAILS OF FLOOR AREA, HEIGHT AND FOOTPRINT OF BUILDINGS, ACCESS, FACILITI TO MEET NEEDS OF PEOPLE WITH DISABILITIES, REFUSE STORAGE, WRITTEN SPECIFICATION OF PLANTING AND CULTIVATION WORKS, ACCESS, CAR PARKING ANI HIGHWAY WORKS, PARKING AREAS FOR PEOPLE USING WHEELCHAIRS, CYCLE STORAGE, INDOOR SPORTS HALL AND FLOODLIT ALL WEATHER PLAYING SURFACE F SCHOOL/COMMUNITY USE AND FINISHED LEVELS IN COMPLIANCE WITH CONDITIONS 6, 7, 9,10,12,17,18,19, 27 & 41 OF THE SECRETARY OF STATE'S APPEAL DECISION DATE 16/12/2003 'PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY SCHOOL LIBRARY, ALL WEATHER PITCH AND CAR PARKING' (OUTLINE APPLICATION)

Decision: 15-07-2005 Approved

18248/APP/2005/1272 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Si
VARIATION OF CONDITION 29 (PROVISION OF A CRICKET PITCH AND DRAINAGE IMPROVEMENTS AT WEST END RECREATION GROUND PRIOR TO COMMENCEMENT OF DEVELOPMENT) AND CONDITIONS 30 AND 31 (PROVISION OF SPORTS PAVILION AND TWO NEW 10 PITCH CRICKET TABLES AT BESSINGBY PARK RECREATION GROUND) OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBL CONVENIENCES)

Decision: 04-08-2005 Approved

18248/APP/2005/1559 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Si
DETAILS OF TWO PUFFIN CROSSINGS ON VICTORIA ROAD AND WEST END ROAD, IMPROVEMENTS TO THE EXISTING PELICAN CROSSING OUTSIDE NEW POND PARADE, WEST END ROAD, AND FOOTWAY AND CYCLE CONNECTIONS TO PUBLIC ROADS IN

COMPLIANCE WITH CONDITION 22 OF THE SECRETARY OF STATE'S APPEAL DECISION REF. APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES) (OUTLINE APPLICATION).

Decision: 14-06-2006 Approved

18248/APP/2005/1676 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF MEASURES TO PROTECT AND ENHANCE THE ECOLOGICAL AND NATURE CONSERVATION INTERESTS OF THE SITE AND NEIGHBOURING OPEN SPACES IN COMPLIANCE WITH CONDITION 36 OF THE SECRETARY OF STATE'S APPEAL DECISION REF. APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 25-08-2005 Approved

18248/APP/2005/2144 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF FLOODLIGHTING AND OTHER EXTERNAL LIGHTING ON SITE AND ALONG ASSOCIATED FOOTWAYS AND CYCLE WAYS IN COMPLIANCE WITH CONDITION 8 OF THE SECRETARY OF STATE'S APPEAL DECISION REF: APP/R5510/A/02/1105352 DATED 16/12/2003 :PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)
(OUTLINE APPLICATION)

Decision:

18248/APP/2005/2145 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF A SCHEME FOR THE REFURBISHMENT AND IMPROVEMENT OF THE CHILDREN'S PLAYGROUND AT WEST END RECREATION GROUND IN COMPLIANCE WITH CONDITION 33 OF THE SECRETARY OF STATE'S APPEAL DECISION REF: APP/R5510/A/02/1105352 DATED 16/12/2003 :PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)
(OUTLINE APPLICATION)

Decision: 22-08-2005 Approved

18248/APP/2005/2147 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF COMPENSATORY FLOOD STORAGE WORKS IN COMPLIANCE WITH CONDITION 39 OF THE SECRETARY OF STATE'S APPEAL DECISION REF. APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT

PUBLIC CONVENIENCES)

Decision: 22-09-2005 Approved

18248/APP/2005/2177 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF MEASURES TO IMPROVE THE DRAINAGE OF NEW POND PLAYING FIELDS, SCHEME FOR THE DISPOSAL OF SURFACE WATER AND SEWAGE WITH SURFACE WATER CONTROL MEASURES IN COMPLIANCE WITH CONDITIONS 32, 38 AND 40 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/ A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 06-10-2005 Approved

18248/APP/2005/2203 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF LANDSCAPING FOR THE BOUNDARIES OF NEW POND PLAYING FIELDS AND THAT PART OF SIDMOUTH DRIVE RECREATION GROUND OUTSIDE THE PROPOSED SCHOOL SITE IN COMPLIANCE WITH CONDITION 37 OF THE SECRETARY OF STATE'S APPEAL DECISION REF: APP/R5510/A/02/1105352 DATED 16/12/2003 :PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)
(OUTLINE APPLICATION)

Decision: 23-10-2006 Approved

18248/APP/2005/2366 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
VARIATION OF CONDITION 22 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900-PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES) TO ALLOW FOR THE REPLACEMENT OF PROPOSED TOUCAN CROSSINGS WITH PUFFIN CROSSINGS

Decision: 22-09-2005 Approved

18248/APP/2005/2380 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF PROTECTIVE FENCING IN COMPLIANCE WITH CONDITION 15 OF THE SECRETARY OF STATE APPEAL DECISION REF:APP/R5510/A/02/1105352, DATED 16/12/2003 (PROVISION OF A 900 PLACE SECONDARY SCHOOL INCORPORATING ADULT EDUCATION FACILITIES, DUAL USE SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER SPORTS PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES))(OUTLINE APPLICATION))

Decision: 16-09-2005 Approved

18248/APP/2005/2411 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF MATERIALS ,COLOURS AND FINISHES AND BOUNDARY FENCING IN COMPLIANCE WITH CONDITIONS 2 & 3 OF PLANNING PERMISSION 18248/APP/2005/102 DATED 24/06/2005 'RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE, LANDSCAPING AND ACCESS) IN COMPLIANCE WITH CONDITION 2 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/ A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 14-09-2006 Approved

18248/APP/2006/2498 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF A TRAVEL PLAN IN COMPLIANCE WITH CONDITION 20 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/ A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 12-10-2006 Approved

18248/APP/2006/2974 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF A SITE SURVEY PLAN IN COMPLIANCE WITH CONDITION 13 OF THE SECRETARY OF STATE APPEAL DECISION REF:APP/R5510/A/02/1105352, DATED 16/12/2003 (PROVISION OF A 900 PLACE SECONDARY SCHOOL INCORPORATING ADULT EDUCATION FACILITIES, DUAL USE SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER SPORTS PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES))(OUTLINE APPLICATION))

Decision: 23-10-2006 Approved

18248/APP/2006/74 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF NEW BOUNDARY FENCING BETWEEN THE OPEN SPACE TO THE SOUTH OF SCHOOL AND THE NEIGHBOURING LONDON UNDERGROUND IN COMPLIANCE WITH CONDITION 43 SECRETARY OF STATE APPEAL DECISION REF:APP/R5510/A/02/1105352, DATED 16/12/2003 (PROVISION OF A 900 PLACE SECONDARY SCHOOL INCORPORATING ADULT EDUCATION FACILITIES, DUAL USE SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER SPORTS PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES) (OUTLINE APPLICATION))

Decision: 13-01-2006 Refused

18248/APP/2011/2173 Ruislip High School Sidmouth Drive Ruislip Middlesex
Details in compliance with conditions 4 (proposed canopy) and 6 (construction management plan) of planning permission ref. 18248/APP/2011/686 dated 28/04/11: Erection of a dining room extension, new canopy to rear elevation, four new class rooms in roof void, together with associated internal and external alterations; Relaxation of Condition 5 of Secretary of State's Appeal decision ref:APP/R5510/A/02/1105352 dated 16/12/2003 to allow the additional

floorspace.

Decision: 22-12-2011 Approved

18248/APP/2011/686 Ruislip High School Sidmouth Drive Ruislip Middlesex

Erection of a dining room extension, new canopy to rear elevation, four new class rooms in roof void, together with associated internal and external alterations; Relaxation of Condition 5 of Secretary of State's Appeal decision ref:APP/R5510/A/02/1105352 dated 16/12/2003 to allow the additional floorspace.

Decision: 27-04-2011 Approved

64322/APP/2008/954 Ruislip High School Sidmouth Drive Ruislip

Extension of existing frontage fencing to include additional swing gates and fence panels and raising of height of rear fencing including attachment of mesh fencing for security purposes.

Decision: 16-09-2008 Approved

Comment on Relevant Planning History

Application ref:18248/APP/2001/1665 was refused on 8/12/2002 for a 900-place secondary school incorporating adult education facilities, a dual use school/community library, and an all weather pitch. The scheme was approved by the Secretary of State after a local Inquiry on 16/12/2003. The full planning history is summarised above.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
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

Part 2 Policies:

- OL11 Green Chains Replaced by PT1.EM2 (2012)
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- R10 Proposals for new meeting halls and buildings for education, social, community and health services
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

LPP 3.18	(2016) Education Facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th October 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 83 local owner/occupiers and the Ruislip Residents' Association. Site and press notices were also posted. Six letters of objection have been received, which raise the following concerns:

- i) Unacceptable scale, height, mass and footprint will dominate views from Dartmouth Road.
- ii) Any new building on the site should be located on the car park to lessen its visual impact - the presence of a culvert is not a valid reason for rejecting this option.
- iii) The sloping sedum roofs sought to lessen the impact on the houses in Dartmouth Road - this is contrary to that decision.
- iv) The roof should slope to the east continuing the pitch of the main buildings.
- v) Landscaping should be introduced to soften the visual impact of the building.
- vi) The site would fail to meet basic standards of space provision for the numbers of pupils.

- vii) Lack of playground space and capacity within school canteen.
- viii) No annual maintenance of the dredging pond is carried out and originally proposed landscaping was never carried out.
- ix) Increased risk of flooding.
- x) The Tardis gymnasium will be the business most affected by this extension.
- xi) What is the starting date likely to be and how long will it take to completion?
- xii) Noise and disruption will have a negative effect on gym members - compensation was paid to the gym during previous building works due to their negative effect on the business.
- xiii) Where will construction vehicles and the workers' cars and vans park? Parking for the gym, some members of which are referred for medical reasons and rely on the public car park, is already difficult.
- xiv) What will be the impact on the park and recreation ground?
- xv) Loss of more green space in the borough. This will reduce the width of the Green Corridor, a provision made in the planning of the original school building.
- xvi) What provision is being made for extra staff parking?
- xvii) Unacceptable visual impact.
- xviii) Increased parking pressure, traffic and congestion.
- xix) Increased littering and other anti-social behaviour.
- xx) Increased noise emanating from the school during term time.
- xxi) There are several discrepancies in the supporting documents.
- xxii) The height of the building will impact right of light to properties.
- xxiii) Overlooking and loss of privacy.
- xxiv) The provision should be met elsewhere - Queensmead offers a more viable alternative.

One letter of support has been received which raises the following points:

- i) The growing community and new education building is welcomed, but car parking needs to be carefully considered to ensure parking demand conflicts between Ruislip High and Elimar Nursery, located opposite, are managed by the school and that the nursery, which also provides a vital service to the community, is valued and not disrupted as a result.

MINISTRY OF DEFENCE (MOD)

The application site resides in the statutory safeguarding zone surrounding RAF Northolt and occupies the statutory aerodrome height 15.2m, birdstrike and technical statutory safeguarding zones surrounding the aerodrome and lies 1.51km from the air base.

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of navigational aids and transmitters/receivers are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre and need to be kept free of obstruction from tall structures to ensure that aircraft transiting to and from or circuiting the aerodrome can do so safely.

On reviewing the application plans, I can confirm that the MOD has no safeguarding objections to this proposal.

However, the MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of the Precision Approach Radar (PAR) and air traffic safety. If the redevelopment of this site does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures.

The MOD would request that a condition such as the one below be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

Submission of a Construction Management Strategy:

Development shall not commence until a construction management strategy has been submitted to

and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

In conclusion, I can confirm that the MOD maintains no safeguarding objection to this application subject to the inclusion of the above condition and provided the overall height of the planned building does not exceed the 35m height stated, as part of any permission granted.

HISTORIC ENGLAND

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

The application site does not lie within an Archaeological Priority Area and the desk-based assessment submitted with the application indicates that there is little of known archaeological interest in the area or potential for new discoveries on such a relatively small previously developed site.

No further assessment or conditions are therefore necessary.

METROPOLITAN POLICE

No objections. However, the extended school should achieve Secured by Design accreditation, adhering to the principles set in The New Schools 2014 Design Guide.

LONDON FIRE BRIGADE

No comments received.

CADENT GAS

A letter has been received from Cadent Gas advising that apparatus has been identified within the vicinity of the site. However, the letter appears to provide advice to the applicant rather than any specific comments on the acceptability of the proposals. A copy of the letter has been passed to the applicant and an informative would be attached advising of the need to contact Cadent Gas should planning permission be granted.

Internal Consultees

TREES/LANDSCAPE OFFICER

This site is occupied by a recently built high school, on the south side of Sidmouth Drive.

Aside from the retained larger trees along the boundaries, the landscape (and tree population) is relatively young and immature - contemporary with the built development. While the existing landscape features were secured as part of the approved masterplan, there are no tree constraints affected by TPO or Conservation Area designations.

A tree survey by SES includes a Tree Constraints Report and Arb. Impact Assessment supported by a Tree Constraints Plan and Tree Protection Plan. The survey has assessed 12No. individual trees and 7no. groups.

The tree protection plan confirms that 4No. 'C' grade trees - T8, T9, T10 and T11 - will be removed

to facilitate the development, together with a group of 4No. young hawthorn trees (part of G7) on the front boundary.

The new building will also sacrifice a large area of informal (green) open space with picnic tables. - At the time of my site visit, this area was being well used by many students (at lunch time).

The application includes a Landscape Plan, ref. M297-100 Rev P1 by IJLA, with indicative planting proposals and schedules of hard landscape details. - The proposed layout includes informal external seating and tables to replace those lost in the current layout.

Recommendation:

No objection subject to conditions RES9 (parts 1,2,4,5 and 6).

HIGHWAY ENGINEER

This application is for an extension to the Ruislip High School in Sidmouth Drive Ruislip.

Sidmouth Drive is a local road on the Council Road Network with a 20mph speed limit in place.

There is an existing high school on the site along with a staff car park for 79 vehicles.

There are existing school 'Keep Clear' markings along with other waiting restrictions close to the school. The site is fitted with camera surveillance over the School Keep Clear Markings. There is an existing public car park opposite the school along with a nearby nursery school. The public car park has plenty of spare capacity during the weekdays.

The application is for a school extension that would provide for additional teaching facilities and would see the maximum enrolment increase from 1116 pupils to 1302 pupils; an increase of approximately 17%. There would also be an increase in staff of 17 FTE.

There were pre-app discussions with the transport consultant over the proposals.

The application is accompanied by a Transport Assessment by Local Transport Projects dated August 2017.

There will be no additional car parking provided on site even though there are additional staff required to service the new facilities.

The TA estimates that the proposed extension will add another 16 trips to the morning peak hour and as many as 6 trips in the afternoon peak hour.

The existing School Travel Plan survey indicates there is a high use of sustainable travel modes by pupils (over 62% walk) and that is expected to continue with the new facilities in place. Only 16% come by car either as a single occupant car or as a shared vehicle. This figure is different with staff whereby 65% use cars (single use or car share). However this figure suggests that another 15 staff would require the use of approximately 10 spaces as a maximum.

The existing staff car parking is not fully utilised so additional trips can be accommodated.

In terms of set down and pick up close to the school the TA provided parking beat survey information that showed Sidmouth Drive was close to capacity but other nearby roads had the capacity for car parking and obviously set down/pick up facilities.

An accident analysis in the TA using data from the last 5 years showed that there was no collisions

caused by the operation of the school.

The proposed construction of the facility should be covered by a CMP (conditioned) prior to the start of construction.

It is important that the existing School Travel Plan is updated (Conditioned) no later than 3 months after occupation of the new facility.

On the basis of the above comments no significant highway concerns are raised as a result of the proposed extension to the existing school.

FLOOD & WATER MANAGEMENT OFFICER

Summary

A Flood Risk Assessment has been submitted by Ambiantal dated May 2017 v1 and Drainage strategy by Arcadis dated August 2017 v3 following CCTV survey on the site.

The further CCTV survey provides information that the current drainage system is inadequate and needs to be repaired. However the alternative solution to avoid this alters discharge from one catchment that currently flows across the park to the Thames Water Sewer which is already often overwhelmed. This is also the least preferred option as it requires pumping in order to access the Thames Water Sewer.

The revised drainage proposals will control surface water within the site for events up to the 1 in 100 year plus 40% allowance for climate change.

It is noted and supported that a living roof will be included, however further methods should be explored to reduce water use such as sanitary ware.

The CCTV survey has confirmed that the existing land drainage route to the pond is currently in poor condition and requires renewal/repair. These must be repaired.

An appropriate easement agreed with the Council to ensure pipe location is known and that access can be undertaken by the School.

A Clear management and maintenance plan will need to be submitted at detailed design stage encompassing the pipeline right to the river.

Detailed Comments

The site of the extension currently discharges across the park via a permeable pipe and into a pond before discharging into the Yeading Brook.

The entire site is 1.9 hectares and the proposed additional hardstanding is 0.39 hectares.

A minimum of 266m³ storage through a crate system is proposed to be provided to control surface water within the site up to and including 1 in 100 year plus 40%.

The CCTV survey has confirmed that the existing land drainage route to the pond is currently in poor condition and requires renewal/repair. This must be included.

As the surface water drainage solution requires a package pump to discharge from the attenuation system we would recommend providing a new drain to connect to the existing outfall/pond. Due to the depth of the attenuation the outfall will require a flow control chamber to pump the required discharge to an additional chamber so a gravity connection to the Thames Water surface water

culvert can be achieved.

This is not a sustainable solution as it requires pumping and ultimately discharge more water to the TW sewer than does currently as this flows to the existing land drainage route.

Sustainable Drainage Methods

It is supported that a living roof appears to have been included as requested.

Rainwater harvesting and or greywater is discounted, however limiting use within the extension should be provided through sanitary fittings and fixtures.

Section 3.8 Adoption and Management plan

A more specific management and maintenance plan will need to be provided at detailed design stage in the Section 106 agreement to ensure that it is maintained in perpetuity.

This maintenance plan must be provided in more detail which includes Tank specification for jetting frequency, and the off site works required and not currently included. Specific allowance for review of replacement structures at the end of their lifetime should also be included to be undertaken by appropriate persons.

Section 9 This must include all elements of the drainage system including any off site inspections of drainage runs and outfalls, any tank and or geocellular storage provided and pitch drainage. This table is now too generic and does not appear to provide information on all the elements to be expected to be cleared.

Elements should at least be visually inspected in advance of adverse weather forecasts.

Clearance of pipe work etc should be undertaken more than 'as necessary'.

Conclusions

This report confirms there is an existing surface water risk at the school and flood risk at the school, with an inadequate drainage system.

There is more specific detail showing a scheme is feasible on site which will reduce the runoff from the existing site towards the proposed extension, and that the run off from where the extension is located is reduced. Therefore there are no objections to the principle of the development however further detail will be required.

ACCESS OFFICER

Having reviewed the Design & Access Statement, proposed plans, and other documents supporting the submission, the intended school expansion and remodelling of the existing structure raises no concerns from an accessibility and inclusive design viewpoint.

Standard informatives should, however, be attached to any grant of planning permission.

ENVIRONMENTAL PROTECTION UNIT

No objection subject to the standard conditions relating to control of environmental nuisance from construction work.

EDUCATION

The Department for Education publishes non-statutory guidelines for school design. These have

been taken into account in developing the proposals for the expansion of Ruislip High School. All school design proposals are developed in conjunction with the school to ensure that the accommodation provided meets curriculum and organisational requirements.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Whilst the site accommodates a well established educational facility, it also falls within a Green Chain as designated in the Hillingdon Local Plan. A large part of the site also falls within flood zone 2 and a critical drainage area. It has no other specific designations. Accordingly, the key issues pertaining to the principle of development relate to the continued educational use of the site, the impact of the development on the green chain and impact on flooding.

New educational facilities:

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

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

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

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

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

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

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

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together pro actively from an early stage to help plan for state-school development

and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

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

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

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

Green Chain:

Notwithstanding the above, the development nevertheless falls within a Green Chain.

Policy EM1 of the Local Plan: Part 1 states:

"The Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains. Notwithstanding this, Green Chains will be reviewed for designation as Metropolitan Open Land in the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD and in accordance with the London Plan policies.

Minor adjustments to Green Belt and Metropolitan Open Land will be undertaken in the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD.

Any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.

Any proposals for development in Green Chains will be firmly resisted unless they maintain the positive contribution of the Green Chain in providing a visual and physical break in the built-up area; conserve and enhance the visual amenity and nature conservation value of the landscape; encourage appropriate public access and recreational facilities where they are compatible with the conservation value of the area, and retain the openness of the Green Chain."

Policy OL11 of the Local Plan: Part 2, reiterates the general objectives of Local Plan: part 1 policy EM1, confirming:

"In respect of green chains, the Local Planning Authority will:-

- (i) Encourage the provision and improvement of suitable recreational facilities;
- (ii) Maintain their positive contribution in providing a visual and physical break in the built-up area;
- (iii) Conserve and enhance the visual amenity and nature conservation value of the landscape;
- (iv) Seek to improve public access to and through the area; and
- (v) Promote an overall identity for green chains throughout the borough."

In considering the acceptability of allowing development in the Green Chain it is important to consider how well a site meets the above mentioned policy criteria, as set out in Local Plan parts 1 and 2.

The existing school site is not open to the public and does not provide public recreational facilities. Nor, given its function as an operational secondary school, does it have potential for either. Furthermore, it is an existing developed site, characterised by school buildings, sports facilities, fencing and car parking. Therefore, its contribution to the Green Chain in terms of visual amenity, nature conservation, landscape value and openness is very limited. Indeed, the site is an established secondary school and its operational requirements are such that, even without further development, its ability to meet key green chain functions is extremely restricted. The proposed new building would be contained within the confines of the existing site. It would not encroach onto the surrounding public open space and it would be set in from the boundaries adjoining this space. In light of this, it is difficult to argue that the proposal would cause significant increased harm to the green chain.

It is also notable that, although of limited weight at this time pending its formal adoption, the emerging Local Plan: Part 2 - Site Specific Allocations proposes to remove the whole of the Ruislip High school site from the Green Chain designation as "the site no longer serves a purpose as Green Chain land." The document confirms that the site no longer meets the following criteria for Green Chains as being land recognised as having potential for open land recreational use or as land of actual or potential landscape value.

Taking into consideration the educational need for the development and the limited impact the development would have on the function of the green chain, as discussed above, it is not considered that refusal could be justified in this instance on grounds of harm to the green chain.

Whilst residents have questioned why Queensmead School, which is located in South Ruislip, could not be expanded instead of Ruislip High, it should be noted that there is no policy requirement for the applicant to carry out a sequential test of alternative sites in this instance. Therefore, regardless of the potential suitability of other sites, this application must be assessed on its merits against relevant planning policies and guidance. Refusal cannot be justified simply on the basis that an alternative site might be available elsewhere within the borough.

Officers understand that the applicant has worked carefully with the Council's Education Team to ensure that new school places are located where they are best placed to meet the need. Planning permission (ref: 12850/APP/2014/4492) was granted in 2015 for the expansion of Northwood School. That development is complete and the new school occupied. Planning permission (ref: 3505/APP/2015/3030) was granted in 2016 for the major redevelopment and expansion of Abbotsfield and Swakeleys Schools. Construction is underway with the new schools are due to be completed by January 2018. Planning permission (ref: 4514/APP/2017/1771) is currently sought for the expansion of Vyners School. That application is currently under consideration pending completion of the S106 agreement and final referral to the GLA and DCLG. Notwithstanding those schemes there is a continued and growing need for secondary school places and a need has been identified for new school places to serve the Ruislip area. Ruislip High is considered to be best located to meet that need.

The limited contribution the site currently makes to the function of the green chain is such

that the educational need for the development is considered to outweigh any harm to this designation in this location. There is no requirement for the applicant to carry out a sequential test of alternative sites in this instance and the applicant has confirmed that Ruislip High is best located to meet the current need. Accordingly, no objections are raised to the principle of the development in this instance, subject to the proposals meeting site specific criteria.

7.02 Density of the proposed development

The application relates to new educational development. Residential density is therefore not relevant to the consideration of this application.

Residents have questioned the limited space available on the school site and the ability of the proposal to meet relevant standards. It should be noted that space standards for schools are governed by Education rather than Planning legislation and, as such, this is not a matter for consideration as part of this application. Nevertheless, the Council's Education Team have commented as follows in this regard:

"The Department for Education publishes non-statutory guidelines for school design. These have been taken into account in developing the proposals for the expansion of Ruislip High School. All school design proposals are developed in conjunction with the school to ensure that the accommodation provided meets curriculum and organisational requirements."

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

There are no Conservation Areas, Listed Buildings or Areas of Special Local Character within the vicinity. Although the application site does not fall within a designated Archaeological Priority Area, there is a requirement to consult Historic England's Greater London Archaeological Advisory Service (GLAAS) due to the size of the site. An Archaeological Desk-Based Assessment has been submitted in support of the application and GLAAS have been consulted. No objection has been raised.

7.04 Airport safeguarding

The MoD have raised no objections subject to a condition requiring the submission of a Construction Management Strategy, which has specific regard to the use of cranes. There is no requirement to consult the other aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of the application site. The playing fields to the north west and south east are designated as green chain and do not fall within the Green Belt. The impact of the development on the green chain has been discussed in part 7.01 of this report.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of an area is not compromised by new development.

In this instance the proposed building would be visible from Sidmouth Drive and the adjoining public open space, although existing tree and shrub planting would provide some screening in views from the south east. Concerns raised by Dartmouth Road residents over the visual impact of the building on their properties is noted and it is also acknowledged that the building would be clearly visible from here, albeit a distance in excess of 100m would remain between the nearest residential property and the new

building. Nevertheless, the ability to see a building does not necessarily deem it inappropriate and in considering the acceptability of the scheme it is important to consider the actual level of harm which would occur to the visual amenities of the surrounding area and whether this is sufficient to justify refusal. It is also important to balance the visual impacts of the proposal against other factors such as educational need and site constraints.

The existing building comprises a three-storey block with north east facing wings, which drop down to two storeys and are characterised by sloping green roofs. These assist in reducing the bulk and softening the visual impact of the building.

The proposed block would fill the gap between the existing building and the Multi-Use Games Area located adjacent to the school's north east boundary. At three-storeys high, and despite the incorporation of green roofs, the proposed new block would be visually more prominent and closer to the public open space than the existing building. The need for three-storeys in height and the inability to continue the design ethos of the original building through the use of sloping green roofs which slope down towards the open space is regrettable. However, it must be acknowledged that if fewer storeys were proposed the building would inevitably require a much larger footprint, which would raise its own questions regarding visual impact. The provision of three-storeys enables the footprint to be contained, the building to be set well in from the school boundaries, it ensures no encroachment onto existing sports facilities or adjoining public open space is required and it allows the existing buffer between the school site the residential area to the north east to remain.

Furthermore, it must be noted that whilst at three-storeys high the new block would be taller than the existing building's wings and properties to the north east and directly opposite to the north west, its height would nevertheless not be uncharacteristic to the area. Indeed large parts of the existing building are three-storeys, as are properties in West End Road to the south west.

The building would be of a high quality modern design which would be in keeping with that of the original building and it is considered to be appropriate for this location.

Residents have questioned why the building could not be located elsewhere on the Ruislip High School site, giving specific mention to the car park and suggesting that flood risk is not sufficient reason to discount locating the building here. The submitted Design and Access Statement demonstrates that a number of options for the siting of the building were considered at feasibility stage. In this instance the applicant has advised that locating the building on the car park would be undesirable from the school's perspective as this would be remote from related existing teaching spaces, that it would result in the costly relocation of existing facilities such as the school's sprinkler tank system and that it would be unacceptable from a planning perspective due to flood risk reasons.

Indeed the car park is located within Flood Zone 2 and a Critical Drainage Area. Paragraph 100 of the National Planning Policy Framework states:

"Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere....Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any

residual risk, taking account of the impacts of climate change..."

Paragraph 101 goes on to state:

"The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding."

On the basis of the above, the proposed siting of the building, on a part of the school site falling outside the flood zone and critical drainage area, is far preferable to locating it on the car park. Only in exceptional circumstances could development in the flood zone be considered where an alternative option is available. Accordingly, officers concur with the applicant's reasoning for discounting this option.

It is also notable that locating the building on the car park would have far greater impact in terms of residential amenity, due to its proximity to residential properties in West End Road, and that it would also raise questions over impact on and potential loss of car parking.

The educational need for the development has been discussed in part 7.01 of this report and the strong policy support for proposals which seek to help meet this need is well established. Notwithstanding resident objection, it is not considered that the proposal would result in such an over dominant or visually unacceptable building that its visual harm could be argued to outweigh the educational need for the development in this instance. Accordingly, it is not considered that refusal could be justified on visual amenity grounds.

7.08 Impact on neighbours

Local Plan: Part 2 policies BE19, BE20, BE21 and BE24, in addition to the Council's Supplementary Planning Document on Residential Layouts, seek to safeguard residential amenity.

The Council's Supplementary Planning Document (SPD) on Residential Layouts states that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a minimum distance of 21m should be retained between facing habitable room windows in order to ensure there is no unacceptable overlooking.

The rear facades of the nearest residential properties in Dartmouth Road, to the north east, would be located in excess of 100m away from the nearest part of the new building (rear garden boundaries would be approximately 80m away), beyond the school's existing Multi-Use Games Area and public open space. Notwithstanding objections received from residents on grounds of overshadowing and overlooking, given this distance, which significantly exceeds minimum Council guidelines, it is not considered that the development would have any significant detrimental impact on residential amenity and refusal could not be justified on these grounds.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed development,

which has been designed to accord with Department for Education standards, would provide an appropriate environment for the future staff and pupils.

As mentioned in part 7.02 of this report, some objections have been received on grounds that the school has insufficient space to cater for additional pupil numbers. However, this matter is covered by Education rather than Planning legislation and, notably, no objections have been received from the Council's Education Team on these grounds.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Local Plan: Part 2 policies AM2 and AM7 seek to safeguard highway and pedestrian safety and ensure that developments do not have an adverse impact on the surrounding highway network. Policies AM14 and AM15 seek to ensure appropriate levels of car parking are provided.

A Transport Assessment, accompanied by a Travel Plan, has been submitted in support of the application.

The proposals seek to expand the school from 6FE to 7FE. Total pupil numbers would increase from 1116 to 1302 (including sixth form) and staff numbers would increase from 105.2 Full-Time Equivalent (FTE) to 122.7 FTE, representing increases of 186 and 17.5 respectively.

Currently staff and visitor parking only is provided on site. Parents are required to use on-street parking available along local roads or the public car park located on the opposite side of Sidmouth Road. No increase in car parking numbers is proposed. However, it should be noted that a number of existing car parking spaces are currently occupied by several storage containers. These will be removed to free up these spaces for use by staff. The Transport Assessment confirms an increase in cycle parking from 50 spaces to 76 spaces.

Despite the school's relatively low PTAL of 2, it nevertheless lies within close proximity to bus stops along West End Road (approximately 160m away), Victoria Road (approximately 570m away) and Ruislip Gardens Tube Station (approximately 400m away). The Transport Assessment confirms that the majority (84%) of pupils travel by sustainable modes of transport, with most travelling on foot or by public transport. This is reflective of the fact that the majority of pupils attending the school are local and also of an age where they are more able to travel independently than primary aged children. A significant number of staff (65%) however travel by car.

Based on current trip generation data, the Transport Assessment suggests that the expansion would result in an additional 16 trips in the morning peak hour and 6 trips in the afternoon peak hour. However, it concludes that providing appropriate mitigation measures are put in place through the adoption of a robust school Travel Plan, this would have no unacceptable impact on the local highway network.

Notably, in terms of parking, no restrictions exist along Sidmouth Drive and it is acknowledged that on-street parking along this road is close to capacity. However, it is anticipated that the existing school car park would have capacity to cater for the increase in staff parking (approximately 10 spaces) and there is on-street parking capacity to cope with any limited overspill demand there might be within the wider surrounding area. However, robust Travel Plan measures should help to reduce overall parking demand such that the Council's Highway Engineer has raised no objections to the proposal.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. Accordingly, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified.

In terms of staff travel this is unlikely to occur during peak times as the majority of staff arrive before and depart after peak pupil start/finish times. Accordingly, it is not considered that the additional trips generated by staff would lead to a significant demand for additional parking or have any significant impact on the highway network.

It is not considered that the proposed development would have such a detrimental impact on the local highway network that refusal could be justified, providing a robust school travel plan is provided to encourage the use of more sustainable modes of transport to/from school. This would be required by way of S106 legal agreement should approval be granted. Notably, the Council's Highway Engineer has raised no objections to the proposed development.

7.11 Urban design, access and security

- Urban Design

This issue has been addressed in parts 7.05 and 7.07 of the report. Taking into consideration the site constraints and the character and appearance of the surrounding area, the size, scale, height and design of the proposed development is considered to be visually acceptable in this instance.

- Security

The submitted Design and Access Statement confirms that security has been carefully considered by the applicant to ensure that a secure and welcoming environment is provided for pupils, whilst limiting opportunities for trespassing and vandalism. It demonstrates that daytime and out of hours security has been carefully considered and that a series of measures would be employed to ensure a safe and secure environment is retained. It confirms that access controlled entry would be provided and that the design has sought to ensure that passive surveillance is available of all areas around the school buildings. It confirms that the proposals would adhere to the principles of Secure by Design and that the following measures would be incorporated: - The existing boundary fence will be retained. Where damaged or ineffective due to adjacent property/trees, this will be reviewed and amendments made accordingly to reinstate it;

- Lockable gates will be provided where appropriate;

- CCTV to cover new pedestrian and vehicular access points to both principal boundaries. Further CCTV will be provided in the ground floor common areas linked to the main alarm system;

- Appropriate zoning for site / building lock down for out of hours community use;

- Windows and doors are to be designed in accordance with SBD principles;

- New intruder alarm system to be provided and will be linked to the existing School alarm system.

Should planning permission be granted a condition requiring the development to adhere to Secure by Design principles would be attached.

7.12 Disabled access

The submitted Design and Access Statement confirms that the proposed development will achieve reasonable levels of accessibility and will incorporate the following measures:

- Level access will be provided to all new classrooms from the external areas of the school.

- No ramps to any of the new classrooms are required as part of the expansion.
- Drop kerbs will be positioned in the car park, where ever necessary.
- All new corridors adjacent to 2 or more classrooms will be at least 1800mm wide within the new building.
- There will be a fully accessible lift located in the new building which will provide disabled access to all areas of the new building over three storeys. The first floor level is such that a link from the new building to the existing will give compliant access between the buildings.
- Within the SRP Unit (in the new building) the hygiene room will be designed in accordance with the principles of 'Changing Places'.
- Three staircases are included within the scheme - an internal accommodation stair (serving the Sixth Form Centre) and two external covered stairs near the link to the existing building.
- In addition to the proposed building, the scheme includes for some internal adaptations to the existing building.
- All new ambulant and disabled toilets will be specified to meet part M of the building regulations.
- A disabled refuge telephone system will be provided at the upper level of the internal stair case within the new building at the designated disabled refuge area to conform to BS 5839:part 9 and BS8300:2009+A1:2010.
- The main access approach to the new extension build from the drop off area will be inclined landscape paving at 1in13 in accordance with the guidance.

The Council's Access Officer has confirmed that the proposed measures are acceptable and has raised no objections on accessibility grounds.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

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.

There are no protected trees on site and all larger trees would be retained. No objections are raised to the removal of a small number of younger trees to facilitate the development.

Despite the loss of external open space on the school site, the development would nevertheless provide landscaped areas around the building for use by pupils, in addition to a large indoor social area for sixth form pupils. Landscape enhancements would also be made to spaces around the existing building, including between the two existing wings, to provide a pleasant courtyard feel to this area.

A Landscape Plan has been provided in support of the scheme with indicative planting proposals and schedules of hard landscape details shown. The Council's Trees/Landscape Officer has raised no objections subject to standard conditions requiring full details of proposed hard and soft landscaping.

7.15 Sustainable waste management

No details of refuse provision have been provided. However, the applicant has verbally advised that existing refuse stores, which are understood to be located close to the school's kitchen, would continue to be used.

Notably, the school ultimately has discretion over which waste management methods are used on site. However, details of refuse storage would be required by way of condition to ensure that existing facilities have sufficient capacity and that these are expanded or new

facilities are provided if needed.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 35% target reduction in carbon dioxide emissions will be achieved from 2013 Building Regulations, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures such as ensuring the building will be well insulated, use of high efficiency boilers, energy efficient lighting, natural ventilation, etc, photovoltaic panels would be installed to provide a portion of the site's energy needs through the use of a renewable energy.

These measures would achieve a 35% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements.

7.17 Flooding or Drainage Issues

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

Whilst the siting of the proposed building does not fall within a flood zone or critical drainage area, the south east and south west of the site does. In accordance with London Plan policy a Flood Risk Assessment & Drainage Strategy has been provided.

The Council's Flood and Water Management Officer has advised that the submitted proposals provide insufficient information to demonstrate that the most appropriate strategy for the location is proposed. This is in part due to there being existing drainage issues which ideally be addressed if any major construction works occur on site.

Furthermore, whilst the provision of green roofs is acknowledged and supported, the scheme fails to provide sufficient detail or commitment to reducing potable water demand.

The applicant is working to address the Flood and Water Management Officer's comments (provided in full in part 6 of this report). Given the need to provide school places in time and so to minimise delays to the programme, it has however been necessary to progress this application to Committee whilst these matters are resolved and this is reflected in the Committee recommendation. Given the complexity of the drainage issues (including addressing existing drainage issues) it has been suggested by the Flood and Water Management Officer a S106 head of term be used to address her concerns. Officers consider this to be the correct approach in this instance.

7.18 Noise or Air Quality Issues

- Air quality

It is not considered that the proposed development would lead to such an increase in traffic over and above its existing consented use that it would have a significant impact on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections on these grounds.

- Noise

It is not considered that the proposals would give rise to any significant increase in noise from the school site over and above its existing use. This is an existing and established school site with no current restrictions over use of its indoor or outdoor facilities. Officers in the Council's Environmental Protection Unit have raised no objections on noise grounds.

7.19 Comments on Public Consultations

Points (i), (ii), (iii), (iv), (v), (vi), (vii), (ix), (xv), (xvi), (xviii), (xix), (xxi), (xxiii), (xxiv) and (xxv) have been addressed in the report and/or by way of condition.

Point (x) suggests that the Tardis Gym will be the business most affected by the proposals. This is noted. However, it is unclear how the expansion of the school would be detrimental to the operation of the gym.

Point (xi) questions when development would start and when it would be completed. Planning permission lasts for three years and the applicant can commence works at any time during this period. In this instance it is understood that the school places are required by September 2019 and, as such, it is anticipated construction works would commence relatively quickly if planning permission is granted.

Point (xii) suggests that noise and disruption from construction works would have a negative impact on gym members and compensation should be paid. A condition requiring the submission of a traffic management plan would be attached should planning permission be granted to ensure impacts from construction traffic are minimised. Furthermore, an informative advising of environmental health legislation relating to control of nuisance from construction work would be attached. Notably, the impacts of construction work are temporary and not-long term and refusal cannot be justified on these grounds. The issue of compensation is not a material planning consideration.

Point (xiii) questions where construction traffic will park throughout the works. As mentioned above, a condition requiring the submission of a traffic management plan would be attached should planning permission be granted to ensure impacts from construction traffic are minimised.

Point (xiv) questions the impact of the development on the park and open space. The development will not encroach on land outside the existing school boundary. Issues relating to visual impact have been discussed in the report.

Point (xvii) suggests an error message appeared when residents attempted to submit comments on line and consultation deadlines are inconsistent. Officers have been unable to identify any problems with the website and, indeed, it is noted that the majority of comments received have been successfully submitted online. With regard to the discrepancy in the dates, this is due to the different types of consultation carried out. Letters are sent to residents, site notices are posted and press advertisements published. The dates on each reflect the statutory timescale from the date they are posted or published. Unfortunately it is difficult to ensure all dates are totally consistent as each different type of consultation is reliant on different processes and influenced by different factors (for example publication in the newspaper has long lead in times whereas resident letters can be produced and posted more quickly). The date on the Council's website reflects whichever is the latest date.

Point (xx) raises concerns over increased littering and anti-social behaviour. It is not considered that the proposals would lead to such a significant increase in these issues that refusal could be justified.

The letter of support is noted. Matters relating to traffic and parking have been addressed in the report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

1. Construction Training: Either a contribution equal to the formula (£2,500 for every £1m build) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered. A contribution towards co-ordinating costs may also be required.

2. Travel Plan: Prior to first occupation a full travel plan to be submitted to and approved in writing by the Council. Thereafter the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. The trigger points for review shall be agreed in writing by the Council. The Travel Plan shall include regular review of cycle parking provision and a commitment to the installation of additional spaces should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.

3. Project Management & Monitoring: A contribution equal to 5% of the total cash contributions secured to enable the management and monitoring of the resulting agreement.

Notably, as the development is for educational use it would not necessitate a contribution towards the Mayoral or Hillingdon Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

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 proposal is considered to fully comply with current Local Plan, London Plan and national planning policies which seek to encourage the enhancement and expansion of existing educational facilities. Furthermore, notwithstanding the site's location within the Green Chain, it is not considered that the proposals would result in such substantial harm to the Green Chain that refusal could be justified. Accordingly, no objections are raised to the principle of the development.

It is not considered that the proposed development would result in an unacceptable impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential properties and it is not considered that the development would lead to such a significant increase in traffic and parking demand that refusal could be justified on highway grounds.

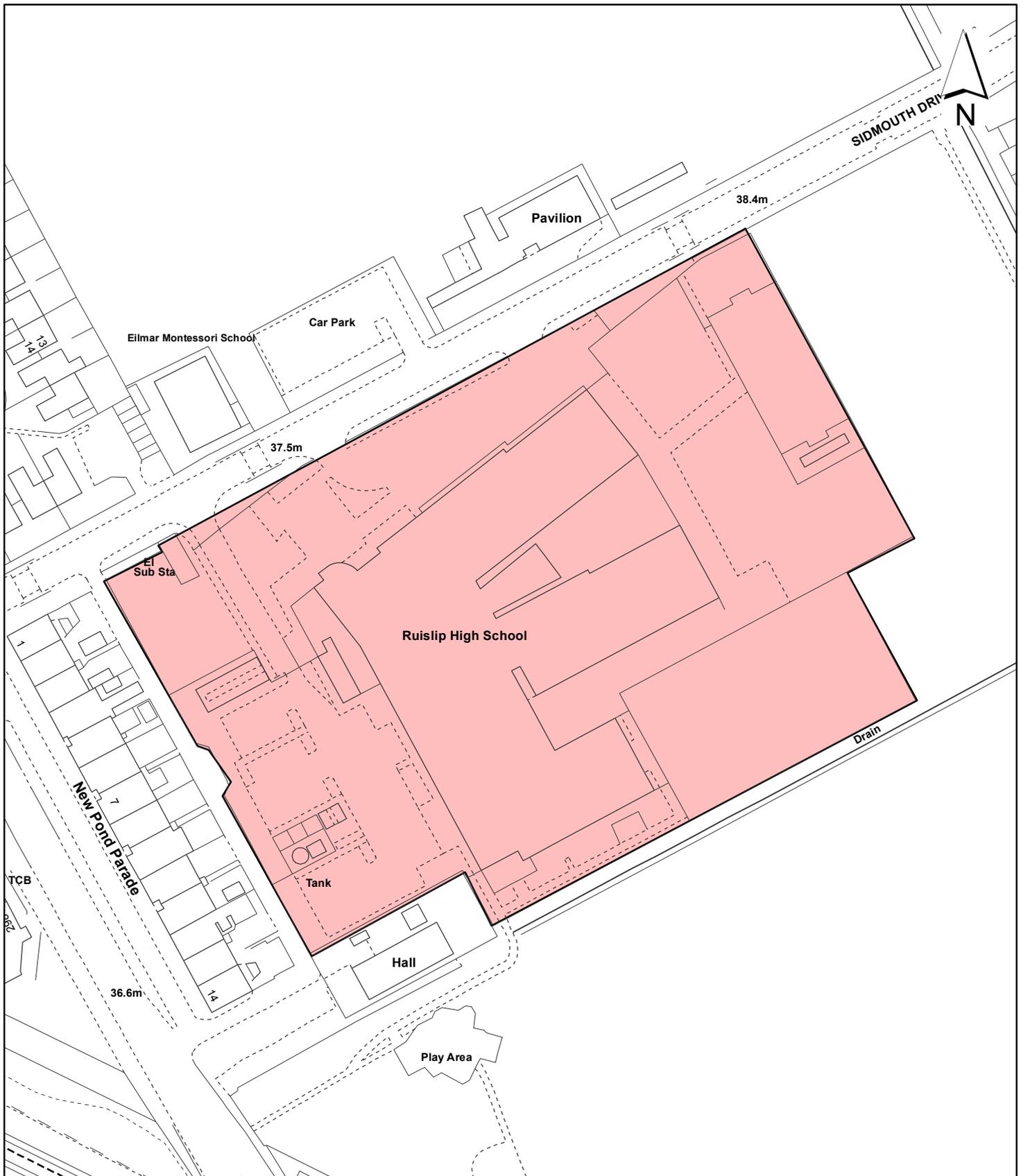
The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended, subject to resolution of the drainage matters and finalisation of the S106 agreement.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations

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<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Ruislip High School</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">64322/APP/2017/3185</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 HILLINGDON <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	