

Report of the Head of Planning, Transportation and Regeneration

Address JOHN CRANK BUILDING, BRUNEL UNIVERSITY KINGSTON LANE
HILLINGDON

Development: Erection of a new 7 storey 7,300m² learning and teaching centre (Use Class D1) with associated landscaping and access works, involving the demolition of the existing John Crank building.

LBH Ref Nos: 532/APP/2018/3375

Drawing Nos: 1511-PPA-ZZ-05-DR-A-20205 P05 5/F
1511-PPA-ZZ-06-DR-A-20206 P05 6/F
1511-PPA-ZZ-04-DR-A-20204 P05 4/F
1511-PPA-ZZ-RF-DR-A-20207 P05 ROOF
1511-PPA-ZZ-ZZ-DR-A-20300 P05 SEC
1511-PPA-ZZ-ZZ-DR-A-20301 P05 SEC
1511-PPA-ZZ-ZZ-DR-A-20302 P05 SEC
1511-PPA-ZZ-ZZ-DR-A-20303 P05 SEC
1511-PPA-ZZ-ZZ-DR-A-20304 P05 SEC
1511-PPA-ZZ-ZZ-DR-A-20305 P05 SEC
Flood Risk Assessment Doc No: 15111-BDP-ZZ-XX-RP-C-00001 Rev: P05
dated 25/01/2019
BUJNCK Existing Elevations
BUJNCK Existing floor plans
1511-PPA-ZZ-XX-RP-A-00005 P04 D&F
1511-PPA-SI-DR-A-20100 P05 LOCATION PLAN
1511-PPA-SI-DR-A-20101 P05 SITE PLAN
1511-PPA-SI-DR-A-20102 P05 DEMOLITION PLAN
1511-PPA-SI-DR-A-20103 P05 EXISTING ELEVATION;
1511-PPA-SI-DR-A-20111 P05 PROPOSED SITE PLAN
1511-PPA-ZZ-00-DR-A-20200 P05 G/F
1511-PPA-ZZ-01-DR-A-20201 P05 F/F
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Tree Survey and Impact Assessment
Energy and Sustainability Statement
BREEAM Pre-Assessment
15111-BDP-C-TN-001 SuDS Maintenance Plan
15111-BDP-SK181129-001 Exceedance flow path
15111-OOB-SI-SL-SK-L-00006 -Illustrative Lighting & Furniture Strategy
Action Plan River Pinn
BUL LTC Surface water hydraulic calculations
Planning Statement
Transport Statement
Daylight/Sunlight Assessment
Landscape and Visual Impact Assessment
Air Quality Assessment

Phase 1 Habitat and Species Specific Surveys (including a Bat
Phase 1 Contaminated Land Desk Study
Surface Water Drainage and Flood Risk Assessment
Heritage Statement
Noise Impact Assessment

Date Plans Received:	21/09/2018	Date(s) of Amendment(s):	24/09/2018
Date Application Valid:	24/09/2018		25/01/2019
			05/12/2018

1. SUMMARY

This application seeks full planning permission for the erection of a new Learning and Teaching Centre building at the centre of the Brunel University campus, on land that currently accommodates the existing Mathematics and Computing Science Building (John Crank building), together with improvements to the existing adjoining central quadrangle courtyard ('quad').

The site is within a previously major developed site within Green Belt. The proposal represents sustainable development on land that is previously developed. In addition, the building replaces an existing building in the same use and constitutes limited infill on previously developed land, with no materially greater impact on the openness of the Green Belt. Although the proposed building will be larger, it will not have a materially greater impact on the openness of the Green Belt than the existing development. It is therefore not 'inappropriate' development in the Green Belt and is considered acceptable in principle at this location.

Furthermore, the proposed learning and teaching centre would enhance the provision of an undergraduate and postgraduate degrees, continuing professional development, advanced research, and infrastructure to support the growth of Brunel University and its competitiveness in the higher education market.

From a design perspective, the sensitivity of the site has been addressed through materials, landscaping, and massing of the proposed new building. The proposal will improve the relationship between the quad and the built environment, delivering an enhanced public realm at the heart of the campus. Once operational, the development is likely to have a limited effect on designated landscapes, including the Green Belt and will have an appropriate visual relationship with other buildings.

With reference to heritage issues, the proposed development will not detract from the setting of the adjoining Central Lecture Block (CLB), which is a statutory Grade II listed building. The proposals for the new building preserve those elements of the setting that make a positive contribution to the CLB, in terms of building lines, relationship to the quad and maintaining the primacy of the listed building. Therefore the scheme is not considered to raise any particular heritage issues in terms of the setting of the Grade II listed CLB.

The potential impacts of the proposed development from a transport perspective have been assessed and is considered sustainable in transport terms. Suitable access can be

achieved, and there will be no significant transport impacts, as the users of the building will be existing students and staff displaced from other buildings on the campus.

With reference to environmental considerations, the proposed development does not increase the flood risk elsewhere. Surface water drainage discharge rates will be restricted to greenfield rates via Sustainable Urban Drainage Systems (SuDS). Land gas protection measures are recommended, which can be secured by a planning condition.

The impact of the proposed development on air quality will not be significant, whilst there are a range of opportunities identified to enhance the site's biodiversity and a range of measures are proposed to ensure existing ecology on the site is appropriately protected.

The proposed landscape scheme will contribute to improving the quad at the heart of the campus, enhancing the relationship between the quad and the proposed building.

It is not considered that the proposed development would adversely affect the amenity of students occupying the adjoining Stockwell and Southwark Halls of Residence.

The proposed development incorporates photovoltaic (PV) panels and ground/air source heat pumps to achieve a 35.9% improvement over 2013 Building Regulations targets. 20% of energy will be generated through the use of on-site renewable sources.

The proposal is considered to comply with relevant Part 1 Local Plan, Part 2 Saved UDP Policies and London Plan policies, in addition to objectives within the National Planning Policy Framework. Accordingly, approval is recommended, subject to conditions and a S106 Agreement, requiring a construction training programme.

2. RECOMMENDATION

- 1. That the application be referred back to the Greater London Authority.**
- 2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and all appropriate legislation to secure:
(i) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution**
- 3. The applicants meet all the Council's reasonable costs in preparing the Section 106 Agreement and any abortive work as a result of the Agreement not being completed.**
- 3. That officers be authorised to negotiate and agree detailed terms of the proposed Agreement.**
- 4. If the Legal Agreement/s have not been finalised by 29 March 2019 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration, delegated authority be given to the Head of Planning Transportation and Regeneration to refuse planning permission for the following reason:
'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect**

of construction training). The proposal therefore conflicts with 'saved' policy R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and the London Plan (2016).'

5. That subject to the above, the application be deferred for the determination by the Head of Planning Transportation and Regeneration under delegated powers to approve the application, subject to the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

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1511-PPA-ZZ-ZZ-DR-A-20402 P05 P05 S EL
1511-PPA-ZZ-ZZ-DR-A-20403 P05 E EL
1511-PPA-ZZ-ZZ-DR-A-20404
1511-PPA-ZZ-ZZ-DR-A-20404 P05 N EL

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

REASON

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

3 COM5 General compliance with supporting documentation

The development hereby permitted shall be completed and/or put in place in accordance with the following supporting plans and/or documents:

Preliminary Ecological Appraisal Report No: RT-MME-125961-03 dated August 2018

Energy Statement ref:15111-GGE-XX-XX-RP-Y-00001 P07 Rev. 07 dated September 2018

Flood Risk Assessment Doc No: 15111-BDP-ZZ-XX-RP-C-00001 Rev: P05 dated 25/01/2019

Air Quality Assessment Ref: AQ105822R4 dated August 2018

Transport Statement REF. NO. 70045829 dated August 2018

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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the London Plan (2016) and the NPPF.

4 COM7 Materials (Submission)

Prior to construction above ground level, details of all materials and external surfaces shall be 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 samples and information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE10 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies

(November 2012).

7 COM15 Sustainable Water Management

Prior to commencement of the development hereby approved, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

1.) Manages Water: The scheme shall follow the strategy set out in the submitted 'Flood Risk Assessment' and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

Incorporation of sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change; overland flooding should be mapped, both designed and exceedance routes above the 1 in 100 plus climate change, including flow paths, depths and velocities identified, as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors:

i. Capacity and functionality (i.e. provision of a survey) of the receiving surface water network conveying water to the River Pinn should be demonstrated

ii. identify vulnerable receptors, ie Water Framework directive (WFD) status and prevention of pollution of the receiving watercourse through appropriate methods;

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

Provide a management and maintenance plan of arrangements to secure the operation of the scheme throughout the lifetime of the development. This should include appropriate details of inspection regimes, appropriate performance specification and remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that would be required.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in compliance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (2016) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

8 NONSC Flood Evacuation

Prior to occupation of the development hereby approved, a Flood Evacuation Plan shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in compliance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy OE7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). Policy 5.12 (Flood Risk Management) of the London Plan (2016) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

9 COM26 Ecology

The development hereby permitted shall be implemented in accordance with the approved Preliminary Ecological Appraisal Report No: RT-MME-125961-03 dated August 2018 and shall not be occupied until the ecological mitigation measures to protect and enhance the nature conservation interest of the site has been completed in full.

REASON

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

10 COM27 Traffic Arrangements - submission of details

The development hereby permitted shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) shown on site layout plan 15111 PPA SI ZZ DR A 20111 REV. P05 have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. The two disabled parking bays shall be a minimum of 4.8 metres long by 3.6 metres wide. Two of the parking spaces shall be served by electric charging points.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016)

11 NONSC Parking Strategy

A Car Parking Management Strategy (CPMS) shall be submitted to and approved in writing by the Local Planning authority prior to development commencing. The strategy shall include details on how car parking will be managed during the construction period and thereafter. The strategy shall include the programme of construction and timing for the removal of car parking spaces.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

12 NONSC Waste Management

Prior to the first occupation of the development hereby approved, details of a Refuse Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the operation of the site shall be in full accordance with the approved Refuse Management Strategy.

REASON

To promote and ensure appropriate and sustainable management of waste arising from the development in accordance with Policy 5.17 of the London Plan (2016).

13 NONSC External Noise

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 NONSC Vibration

Prior to the use of any external machinery, plant or equipment on the development hereby approved, the extract/ ventilation system and ducting shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 COM30 Contaminated Land

QUADRANGLE

(i) The development shall not commence until an up -dated scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use, unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A written method statement providing details of the scheme and how the completion of infilling/remedial works will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for

chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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

16 COM30 Contaminated Land

LTC BUILDING

(i) The development shall not commence until an up-dated scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) An up-dated desk-top study carried out by a competent person to fully characterise the site within the Application Boundary and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

b) A supplementary site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the area within the Application Boundary suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase has been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported

soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and

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

17 NONSC Energy Assessment

Prior to the occupation of the development hereby approved, a detailed energy assessment based on the submitted Energy Statement ref:15111-GGE-XX-XX-RP-Y-00001 P07 Rev. 07 dated September 2018 shall be submitted, showing how the development will reduce carbon emissions by 36% from a 2013 Building Regulations compliant development. The assessment shall clearly show:

- 1) the baseline energy demand (kwhr and kgCO2) for each element of the regulated energy use (e.g. space heating, hot water and electricity).
- 2) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) full details, specification and location of renewable energy, including roof plans in the case of PVs.
- 4) how the technology will be maintained, monitored and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2 (2016).

18 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

19 COM8 Tree Protection

The measures to protect retained trees shall be completed in accordance with the details set out in an updated Arboricultural Method Statement. An arboriculturalist shall be retained to supervise excavation and any work which may affect trees. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted in writing to the Local Planning Authority for approval prior to commencement of the development hereby approved. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

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

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

Prior to construction above ground level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall relate to the quarangle and Lancaster Road, adjacent to the Stockwell Halls of Residence and 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.b 100 secure and covered cycle storage spaces
 - 2.c Means of enclosure/boundary treatments
 - 2.d Hard Surfacing Materials
 - 2.e Other structures including seating
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation

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

REASON

1. To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

2. To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

21 NONSC Air Quality

Prior to the installation of any plant or machinery, details of any fuel burnt as part of the energy provision shall be submitted to the Local Planning Authority for approval. These details shall include the size and number of plant and pollutant emission rates with and without mitigation technologies for each plant, which should be considered as part of a wider air quality assessment as appropriate, as set out in the EPUK CHP Guidance 2012 (September 2007). Prior to installation of the approved plant, the maintenance regime to ensure all pollutant emissions are kept to a minimum shall be submitted to the Local Planning Authority for approval and thereafter maintained for the lifetime of the development.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC CEMP

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction.

Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

23 NONSC 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 compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Bird Hazard Management Plan

The development shall not commence until details of measures to prevent the roosting and breeding of hazardous bird species on the roof of the building hereby approved have been submitted to and approved in writing by the Local Planning Authority. The measures shall include the following:

- Site managers to monitor birds on site
- Undertake bird control (using appropriate licenced means) to prevent nesting birds ie: nest and egg removal
- Ensure that the roof space is not exploited by hazardous birds, such as roof nesting gulls
- Ascertain the roof is accessible for personnel engaged in bird control activities

The measures as approved shall be provided on site, prior to the occupation of the proposed development and thereafter retained on site.

REASON

To avoid endangering the safe operation of aircraft through the attraction of birds in compliance with Policy A6 of the Hillingdon Unitary Development Plan.

25 NONSC Service/ Delivery Plan

Prior to the occupation of the development hereby approved, a framework servicing/delivery plan shall be submitted to and approved in writing by the Local Planning Authority

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016)

26 RES24 Secured by Design

The development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The development hereby approved shall not be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure

environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

27 RES25 No floodlighting

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

REASON

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

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 (March 2011) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE10	Proposals detrimental to the setting of a listed building
BE15	Alterations and extensions to existing buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.16	(2016) Green Belt
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage

LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.2	(2016) Providing public transport capacity and safeguarding land for transport
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
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 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 8.2	(2016) Planning obligations
NPPF1	NPPF - Delivering sustainable development
NPPF9	NPPF - Protecting Green Belt land
NPPF12	NPPF - Conserving & enhancing the historic environment

3 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).

4 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.

5 I14 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

6 I14C Compliance with Building Regulations Access to and use of

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 and 8.

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.

8 118 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

9 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

10

All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.

11

The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

12

New planting should seek to enhance biodiversity, by including species of known value to wildlife which produce berries and / or nectar.

13

The design of the building needs to ensure any air inlets or openable windows into the building for ventilation purposes are located away from flues and air extraction from the building. Air drawn in for ventilation should be drawn from a clean location.

14

Condition 17 relates to the operational phase of the development and is intended for the protection of residents in a designated AQMA and Smoke Control Area. An area up to a distance of 10 times the appropriate stack height needs to be assessed. You are advised to contact the Council's Environmental Protection Unit if there are any queries.

15

1. 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.

2. 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.

3. 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.

4. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

5. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

6. 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.

7. 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.

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16

The design of the building needs to ensure any air inlets or openable windows into the building for ventilation purposes are located away from flues and air extraction from the building. Air drawn in for ventilation should be drawn from a clean location.

17

The Local Planning Authority has actively engaged with the applicant at the application stage of the planning process, in order to achieve an acceptable outcome. In dealing with the application, the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises land that currently accommodates the existing Mathematics and Computing Science Building (John Crank building), together with the adjoining central quadrangle courtyard ('quad'), located within the heart of site 2 of the Brunel University Campus,

The application site together with the wider campus forms part of a major developed Green Belt site. The John Crank Building, which is to be demolished and replaced, currently provides 3,822sqm of teaching floorspace within a five-storey tower, positioned over a two-storey podium deck comprising seven storeys in total.

The building sits alongside the Central Lecture Block (CLB), which is a Grade II listed building.

The site is accessed from Kingston Lane and is bounded by existing university buildings and Lancaster Road, which forms part of the internal campus road network. The site has a public transport accessibility level (PTAL) of 1a on a scale of 1 to 6, 6 being excellent. However, the campus entrance records a PTAL of 3.

The John Crank Building and surrounding landscaped areas including the 'quad' was designed by Richard Sheppard, Robson and Partners, along with the neighbouring Halsbury and Hamilton Buildings in the late 1960's as one of the first phases of the Brunel University campus.

The site is bounded to the east by Lancaster Road, with Stockwell Hall student accommodation beyond and the Hamilton Centre, comprising the Students' Union and a range of shops, bars and function rooms to the west. It is bounded to the north by the Halsbury Building and Maria Grey Hall, and to the south by a pedestrian link with the Arts Centre beyond and the Grade II Listed Central Lecture Block.

Pedestrian access to the site is from Cleveland Road and Kingston Road via the pedestrian walkway that extends through the campus in an east-west trajectory, passing directly to the south of the John Crank building. Vehicular access to the site is from Lancaster Road via the Northern Loop Road which forms part of the internal campus road network, off Kingston Lane. The site can also be accessed via the Southern Loop Road.

3.2 Proposed Scheme

Planning permission is sought for the erection of a new Learning and Teaching Centre to replace the existing Mathematics and Computing Science Building (the John Crank Building).

The building will provide modern format academic/teaching accommodation that the University explains will improve the quality of the student experience, which, together with the improvements to the quad, will create a new 'student heart' for the campus.

The proposed building will be up to 7 storeys in height, providing 7,300sqm of academic floor space with the following facilities:

- Classroom facilities;
- Open plan group and individual study spaces;
- Ancillary ground floor cafe;

- Amenity space on fifth floor terrace;
- Office space for academic support staff; and
- 100 cycle parking spaces and two blue-badge car parking spaces.

As part of the application, the proposed development includes the demolition of the existing John Crank building and a new landscaping scheme for the quad and surrounding land.

The planning application is supported by a range of reports, as listed below:

- Planning Statement

This statement sets out the background to the proposal, identifies the planning policy context and provides an analysis of the scheme.

- Transport Statement

This report assesses the transport implications of the proposed development. The Transport Assessment concludes that the proposed development is sustainable in transport terms, that suitable access can be achieved, and that there will be no significant transport impacts as a result of the proposed development, as the users of the building will be existing students and staff displaced from other buildings on the campus.

- Energy Statement

This statement considers how the proposed development can reduce its energy demand and associated CO2 emissions and proposes renewable energy measures

- Sustainability Statement

This report details the approach towards achieving a high standard of sustainable development and environmental performance. This statement outlines the features that have been incorporated into the design proposals, including consideration of issues during the construction and operation phases, which aim to reduce the environmental impact of the scheme and contribute positively to sustainable development.

- Design and Access Statement

This statement sets out the design philosophy of the scheme taking into consideration access, sustainability and energy implications.

- Foul Drainage Statement and Flood Risk Assessment (FRA)

This report provides a flood risk assessment of the proposal. It finds that the site is within Flood Risk Zone 1 and 2 as identified by the Environment Agency indicative Flood Zone Maps. The FRA seeks to demonstrate that there is an acceptable flood risk from all sources and that, in accordance with planning policy at all levels, and the development does not increase the flood risk elsewhere.

- Tree Survey, Arboricultural Implications Assessment and Arboricultural Method Statement

These reports provide an arboricultural impact assessment of the proposal reviewing any conflicts between the scheme and material tree constraints identified in the survey accompanying the assessment. Those trees recommended for felling can be mitigated by the replacement trees and landscaping associated with the proposed development.

- Acoustic Assessment

This report assesses the noise issues in relation to condenser plant noise, delivery noise and car park noise associated with the proposed development. It concludes that the impact

of noise levels will not be significant when compared to the existing noise climate.

· Air Quality Assessment

This report considers the air quality impacts of the proposed development during the construction phase and once the development is fully operational. It concludes that there are no significant air quality constraints to the proposed development and that it does not conflict with the Council's Air Quality Action Plan nor any of the relevant strategies and policies set out in the national, regional and London Council's Air Quality Planning Guidance.

· Ground Conditions Statement

This report describes a geo-environmental ground investigation of the site and concludes that the site is free of contamination. However, precautionary measures are proposed in case any unforeseen issues arise in relation to ground conditions.

· Ecology Assessment

The assessment concludes that the impact of the development is considered to be neutral providing any development includes mitigation and suggested enhancement measures.

· Visual Assessment

The assessment concludes that the proposals constitute an appropriate development within their visual context and, whilst there would be some close proximity visual effect, particularly in the short term and in winter months, the proposed development would also bring positive benefits to the wider landscape character and views as the associated landscape proposals mature.

3.3 Relevant Planning History

Comment on Relevant Planning History

Development of Brunel University's campus has been brought forward incrementally in a planned manner, in accordance with a series of masterplans dating back to the 1960's, the most recent one having been granted outline planning consent in 2004.

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

The 2004 Masterplan has now been largely implemented. All of the approved student accommodation (69,840sqm) has been implemented, however a balance of 20,546 sqm (43%) of the academic floorspace remains to be implemented. It should be noted that planning permission was granted in January 2017 (ref. 532/APP/2012/670) to extend the period in which

reserved matters applications can be submitted to January 2020. However, the applicant explains that the form of development allowed under the residual balance of the outline consent does not accord with the University's current development needs.

As a consequence, the University has been progressing a series of stand alone planning applications to address development needs as they have arisen on an incremental basis (i.e. separate to the outline consent). This has included planning permission being granted for the 'BCast' research facility (ref. 532/APP/2014/30) and 'AMCC2' research facility

(ref.532/APP/2015/3350) on Site 2, with the Local Planning Authority (LPA) and the GLA accepting that Very Special Circumstances existed to justify the development.

The development proposed by this application is not consistent with the approved parameter plan (it falls outside of a defined development zone). Therefore approval for the proposed development cannot be secured via a reserved matters application pursuant to the outline masterplan consent.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE10 Proposals detrimental to the setting of a listed building
- BE15 Alterations and extensions to existing buildings
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- R10 Proposals for new meeting halls and buildings for education, social, community and health services
- R11 Proposals that involve the loss of land or buildings used for education, social, community and health services
- R16 Accessibility for elderly people, people with disabilities, women and children
- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL2 Green Belt -landscaping improvements
- OL4 Green Belt - replacement or extension of buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 7.16 (2016) Green Belt
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction

LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
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LPP 6.9	(2016) Cycling
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 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 8.2	(2016) Planning obligations
NPPF1	NPPF - Delivering sustainable development
NPPF9	NPPF - Protecting Green Belt land
NPPF12	NPPF - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th November 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

MOD SAFEGUARDING RAF NORTHOLT

The application site resides in the statutory safeguarding zones surrounding RAF Northolt and occupies 15.2m aerodrome height, technical and birdstrike safeguarding consultation zones surrounding the airbase, and lies approximately 3.5km south west at the end of the runway at RAF Northolt.

Aerodrome and Technical safeguarding

The proposed development site occupies 15.2m aerodrome height and statutory technical safeguarding zones that ensure air traffic approaches and the line of sight of navigational aids and transitional / receivers are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre. On reviewing the plans for the proposed building, I can confirm the MOD has no statutory safeguarding concerns regarding the height and technical zones, however, the MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of air traffic safety.

If the development of the site does progress it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or tall structures. The MOD would request that a condition such

as the one below be included in any 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.

Birdstrike

Within this zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large and, or flocking birds close to the aerodrome. The proposed application site falls within the statutory birdstrike safeguarding zone and we have concerns with regards to the implementation of a flat roof space including a green roof. The green roof has the potential to attract and support nesting hazardous birds such as roof nesting gulls and other bird species.

A long-term agreement should be established to make provision for the following:

- Site managers to monitor birds on site
- Undertake bird control (using appropriate licenced means) to prevent nesting birds. ie: nest and egg removal
- Ensure that the roof space is not exploited by hazardous birds, such as roof nesting gulls
- Ascertain the roof is accessible for personnel engaged in bird control activities

The MOD has no objection to the application subject to a conditional requirement being included in any planning permission granted: obligating the applicant to submit a bird management plan to ensure the long-term management of the site.

Therefore, the MOD has no statutory safeguarding objection to this application subject to a vigorous Bird Hazard Management Plan and a robust Construction Management Strategy Plan being implemented.

In summary, subject to the above two requirements being applied as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

I would be grateful if you could confirm receipt of this letter and confirm that the relevant conditions covering the MOD's requirements will be included.

It is important that the conditions requested in this response are included in any planning permission granted. As per Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Area, if Hillingdon Council decides to grant permission contrary to our advice then we must be notified 28 days prior to a decision being made.

(Officer Comment: Conditions will be included on a decision notice).

TRANSPORT FOR LONDON (TfL) Summary

Whilst TfL is not opposed to the principle of development, TfL believes that the proposals do little to contribute towards improving the health of students and staff by encouraging active travel, as well as

achieving Mayoral Targets set out within the Draft London Plan and Mayors Transport Strategy. The applicant should significantly increase the current proposed level of cycle parking as well as providing a management plan to further deter car trips and manage the use of disabled parking bays. Furthermore, TfL recommends that the existing University TravelPlan is reviewed to reflect current trends and should include significant modal shift targets. The applicant should also review the proposed servicing arrangements and a CLP and DSP should be secured by condition on any consent. TfL request that the above issues raised are addressed satisfactorily before TfL can support the proposals.

(Officer Comment: Conditions will be included on a decision notice).

GREATER LONDON AUTHORITY (GLA) STAGE 1 REPORT (Summary)

Recommendation

That Hillingdon Council be advised that the application does not fully comply with the London Plan and draft London Plan, for the reasons set out in paragraph 49 of this report; but that the possible remedies set out in that paragraph could address these deficiencies. The application does not need to be referred back to the Mayor if the Council resolves to refuse permission, but it must be referred back if the Council resolves to grant permission.

Paragraph 49

- Principle of development: The redevelopment of the learning centre is on previously major developed land within Green Belt. The proposal is for the same educational use. The proposed building, apart from an increase in floor space area, will have a reduced footprint than the existing building, and the scheme would not have a materially greater impact upon the openness of the Green Belt. Therefore, the proposal meets the NPPF exception tests and is not inappropriate development. As such, the proposal accords with Policy 7.16 of the London Plan, Policy G2 of the draft London Plan and the NPPF.
- Heritage: There are no strategic concerns regarding impact of the redevelopment upon listed buildings and nearby conservation areas.
- Urban and inclusive design: The Council must secure key details of materials to be used to ensure the best possible build quality is delivered in the context of the Green Belt and the adjacent listed building settings. The approach to inclusive design is supported and must be secured by condition.
- Sustainable development: The carbon dioxide savings exceed London Plan targets. The proposed energy measures and a drainage strategy that accords with policies of the London Plan and draft London Plan must be secured by conditions.
- Transport: Concerns regarding sustainable mode shares, healthy streets, cycle and disabled parking must be addressed. Submission of a revised travel plan, CLP and DSP that accord with the London Plan and draft London Plan must be secured through appropriate planning conditions.

METROPOLITAN POLICE Designing Out Crime Group (DOCG)

I have met with the applicant and reviewed the proposal. I do not wish to object but do request a condition is applied that Secure by Design accreditation is achieved by the site. I have explained to the applicant what this will entail and if they follow advice it will be achieved. This will ensure that the site will have a level of resilience to crime that is appropriate for it.

(Officer Comment: Conditions will be included on a decision notice).

NATURAL ENGLAND

Natural England has no comments to make on this application.

Internal Consultees

TREE AND LANDSCAPE

This site is centrally located within the heart of the university campus. The John Crank Building is prominently located to the east of the main university quadrangle. The quadrangle comprises a large sunken lawn accessed on four sides by shallow steps and hard paving which forms an apron to the surrounding university buildings, including the student union / canteen, teaching / academic blocks and student accommodation. The campus lies within the Green Belt. There are no TPO's or Conservation Area designations affecting the site.

Comment

This submission follows pre-application meetings regarding the new LTC building and the proposed landscape design of the central quadrangle. The submission includes a pre-development arboricultural survey, by Middlemarch, which identifies and assesses trees on, and close to, the development site. The survey has assessed 12 individual trees and one group.

There are no 'A' grade trees on the site. Within the site two 'B' grade trees (T3, rowan and T11, yew) and one 'B' grade group G1, weeping willows) will be removed to accommodate the development. Two 'C' grade trees will also be removed.

There is no objection to the information provided within the tree report although it only provides a Tree Constraints Plan. A more detailed Arboricultural Method Statement with tree protection details is required prior to commencement. As part of the new LTC building it is proposed to introduce interior planting within the building to encourage health and well-being bringing the outdoors into the building.

Other features include a PV array under-planted with a green (sedum) roof on the main roof (seventh floor) and a landscaped break-out space on the roof terrace (level 5). The D&AS explains the design rationale for the quadrangle and provides images and a palette of hard and soft landscape features. The key objectives include: improved circulation and (step-free accessibility, the creation of an enhanced setting to the Grade II listed Lecture Centre, the provision of a more flexible space that can accommodate a range of events throughout the year, to foster a safe and welcoming environment (including new lighting and natural surveillance), to provide a robust (hard and soft) landscape that will stand the test of time without limiting future development around the quad.

The hard and soft landscape will be used to create a sustainable drainage strategy.

A Landscape And Visual Appraisal, by Wood, summarises the effects of the development in chapter 6. At 6.1.1.2 it notes that 'during the construction phase there will be some temporary adverse effects on the site area and immediate surroundings'. At 6.1.1.4 it notes that 'away from the immediate environment of the site the potential to influence landscape character more widely is limited because of the restricted visibility of the proposed development'.

RECOMMENDATION

No objection subject to a pre-commencement condition COM8 - with arboricultural supervision provided at all key stages of development from the site set up prior to demolition. Post-development conditions should include COM9 (parts 1,2,3,4,5 and 6) and COM10.

(Officer Comment: Conditions will be included on a decision notice).

EPU (Noise)

I have read through the submitted documents (acoustic report) and following condition shall apply. External noise from machinery, extract/ ventilation ducting, mechanical gates, etc. Condition: The

external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan. Condition: Prior to use, [machinery, plant or equipment] [the extract/ ventilation system and ducting] at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

INFORMATIVES for Demolition and Construction: Permitted hours for building work Construction and demolition works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.

EPU (Contamination)

Summary:

Supporting Information in the form of a report, including separate appendices titled Phase I and II Geo-Environmental Assessment, Brunel University, London Reference: 1CO102981P1R0, dated May 2017 has been submitted. The report outlines details of works, conducted at Brunel University during 2017, to identify and assess the risks of any contamination which may be affecting the land, and to also provide an assessment of identified geotechnical conditions.

It is noted that the investigations were conducted in locations that are within and beyond the Application Boundary

- The report indicates that site investigations identified a mantle of Made Ground materials in all but one of the locations selected for investigation.
- 7No. exploratory holes are shown to be located within the Application Boundary (i.e. local to
- Laboratory reports confirmed the presence of inorganic substances (e.g. metals and metalloids) and organic compounds (e.g. Polycyclic Aromatic Hydrocarbons (PAH), and Total petroleum Hydrocarbons (TPH), analysed within the Made Ground materials at various locations, within and beyond the Application Boundary.
- Ground gas monitoring points were installed at exploratory holes during the site investigation works; Ground gas detection instrumentation identified elevated concentrations of carbon dioxide,
- Only one borehole (BH1A) is reported to have been used for recording groundwater levels during the monitoring visits. There is no evidence of data concerning groundwater sampling and analyses to facilitate assessment of groundwater conditions either from within the Application Boundary, or at distance.

Risk Assessment of Land Conditions

- Observations made during the site investigation and subsequent laboratory analyses of samples identified various contaminants including PAH, TPH, and metals present at various locations.
- Asbestos was not detected within the soil samples. However, the report indicates that asbestos, or asbestos containing materials (ACM), may be present in underground service tunnels reported to be at the site (West of the John Crank Building).

Following a review of the reported information the report should be updated to provide further clarification.

RECOMMENDATIONS: It is recommended that the following condition be applied :-

(i) The development shall not commence until an up-dated scheme to deal with contamination has been submitted to and approved by the LPA. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) An up-dated desk-top study

(b) A supplementary site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified

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

(iii) Upon completion of the approved remedial works, a comprehensive verification report .

(iv) No contaminated soils or other materials shall be imported to the site.

QUAD

Summary:

Supporting Information in the form of a report, titled: Brunel University, Quad Area, Interpretive report on ground Investigation, Ref 34460, has been submitted for review. The report describes site investigations which were designed and conducted to determine ground conditions at the quadrangle which is located west of the John Crank Building. The report states that many aspects of the proposed development have yet to be agreed/determined, and therefore recommends that the report is reviewed when the design is finalised.

Three hand excavated trial pits (TP01, TP02, and TP03) were formed and the materials were sampled and logged. Made Ground materials above natural alluvial deposits were identified/recorded. Laboratory reports show analyses of the samples detected inorganic substances (e.g. metals and metalloids), organic compounds (e.g. Polycyclic Aromatic Hydrocarbons (PAH), detected within samples of materials collected from the trial pit locations. No ground water strikes were recorded. No investigations for ground gases were conducted. No asbestos was detected. The report discusses classification of the materials in terms of waste acceptance criteria for disposal of materials to landfill. In each case the materials were classified as inert.

The report indicates that at this stage no further works are considered necessary for the proposed development. However, further works will be required to comply with current waste legislation should materials be removed from site. In addition confirmation that materials selected for filling operations are compatible with the intended end-use and do not pose a risk to the environment will be required. In-situ testing or strict engineering controls on filling activities would also be required to ensure compliance with eventual structural performance requirements. Therefore, the standard condition (as above) is recommended, to ensure any future infilling/remedial works are addressed in accordance with the report recommendations and with good practice.

(Officer Comment: Conditions and Informatives will be included on a decision notice).

ENVIRONMENTAL PROTECTION UNIT (Air Quality)

I have evaluated the air quality assessment report and the levels of exposure for users are well below the limit values for the pollutants of concern (NO₂ and PM_{10/2.5}).

The report indicates that there will be no traffic generation associated with the new building. If this is

the case then there are no concerns regarding air quality.

Should the new building and its users generate additional traffic in the network, then we will need to re-evaluate, as it could have significant impacts on the near by Focus Area and areas of exceedance.

WASTE STRATEGY

As no provision has been provided for waste and recycling at this building specifically, personnel should be provided to move any waste which arises to a communal bin area on the wider site which is suitable for collections.

URBAN DESIGN/CONSERVATION OFFICER

The John Crank Building lies on the east side of the main square of Brunel University, adjacent to the grade II listed Lecture Theatre Block on the south side. The proposal would affect the setting of the listed building, designed 1965-66 by Richard Sheppard, Robson and Partners, leading university architects of the post-war period. The list description of 2011 gives a valuable account of the reasons for the listing. They are architectural interest, planning involving a stack of lecture theatres and projecting spiral staircases, imaginative use of contrasting concrete materials, and historic interest as an important and early example of the new universities of the 1960s. The proposal most closely affects the north elevation, a Brutalist design which "forms an expressive centrepiece to the campus" (list description), with its upper floors projecting into the square and supported on great columns. The applicant's Heritage Statement acknowledges that it is a building of high significance.

The John Crank Building itself is also by Sheppard, Robson and Partners in 1965-66, and, as a contemporary building by the same partnership, it is an important element of the setting of the Lecture Theatre Block. It is designed to be subordinate to it, consisting of a low two-storey main block, and a set-back tower of seven stories.

Sheppard, Robson and Partners were also the master planners of the University, and both the John Crank Building and the Lecture Theatre Block form part of the first wave of buildings of the 1965 master plan. The John Crank Building therefore shares the special historic interest of the listed building, and should be considered an undesignated heritage asset. The Heritage Statement (p.28) takes an opposite view, without reasons, while its account of the Lecture Theatre Block's setting focusses on views and landscaping at the expense of the other buildings.

The proposed new building, a Learning and Teaching Centre, has a similar footprint to the John Crank Building, although it is wedge-shaped in plan, with a narrower south end, and a south-east corner recessed on two columns. It has seven floors, and a main west front on two planes, with the two lower and two upper stories recessed and glazed, while the three main stories are projecting, ceramic-clad, and supported on nine concrete columns.

The main square consists at present of hard surfacing and concrete steps on all sides of a sunken central grass area, the Quad. The steps run the length of the north front of the Lecture Theatre Block, and provide it with an important visual base. A staggered east-west footpath across the campus, the Concourse, meets at the Lecture Theatre Block and runs along its north side beside the Quad, extending slightly under the projecting north front. Thus the listed building lies at the conjunction of the square and the path, and forms the focus of the whole layout.

It is proposed to remove the steps and re-work the sunken square, and introduce landscaping, including blocks of greenery, into the area.

Officers welcome the design approach, with the building split into 3 horizontal elements, with the upper levels set back and with this element comprising a translucent and light weight structure, which will help to minimise the visual impact on the setting of the adjacent listed building.

The massing on the 2 upper floors to the eastern part of the building has been reduced, whilst the upper 2- storeys have been flipped in plan so that the west facade angles away from the CLB. These modifications are welcome, although these changes will need to be assessed on plan and elevation, in order to properly determine how these amendments will reduce the perceived massing of the building.

Officers note that notwithstanding the fact that the application for the LTC building will precede the forthcoming Master plan for the campus, it includes a landscaping scheme for the quad. The inclusion of the quad and an indication of how the buildings surrounding this central area will take shape is considered essential to the success of the scheme.

Officers reiterate the importance of addressing the lane/area of public realm in between the proposed building and Stockwell Hall to the rear. A landscaping scheme has been included for this area. Details should demonstrate how this area can be 'greened' and de-cluttered. A daylight/over shadowing assessment has been submitted in support of the application, to demonstrate that adequate daylight and sunlight will be maintained to the adjacent student housing.

HIGHWAY ENGINEER

Site Characteristics & Background

The proposal site for a replacement of the John Crank Building with an enlarged rebuild (from 4080m² to 7300m² GIFA) to continue serving as a D1 Learning and Teaching centre use within the Brunel University campus. The site is located 2km to the south of Uxbridge Town Centre. It is stated that the proposal will not increase student numbers. The site is currently vacant and exhibits a PTAL rating of 1a which is considered as low and therefore heightens dependency on the private motor vehicle.

Parking Provision

The only vehicular access into the site is from Kingston Lane and there are currently 2,088 car parking spaces provided across the campus as a whole. These spaces are subject to a parking management regime during core University hours (8am to 4pm) which includes permit controlled and reserved spaces, with an element of pay & display provision. These spaces are uncontrolled outside of the core hours and are therefore available to the general public.

The existing John Crank building benefits from 4 of these spaces (including 2 disabled compliant) which are located in proximity but not specifically allocated to the building use. As a result of the rebuild, the 2 disabled compliant spaces would be re-provided within an internal roadway named Lancaster Road, but the remaining two would not be retained. This minor loss of space out of a total of 2,088 is not considered significant to warrant concern within the context of the student patronage not being increased. Hence any parking demand related to the new building would be absorbed within the overall 'whole site' parking quantum.

Cycle Parking

Provisions in line with LP 2016 standards should be as follows:-

- 'Long Stay' provision of 1 space per 4 staff & 1 space per 20 students.
- 'Short Stay' provision of 1 space per 7 students.

As a consequence of the proposal, 44 spaces are to be provided which is a reduction of 56 spaces as compared to the current and specific provisions for the John Crank building. A total of 759 cycle spaces are in place for the whole campus and recent surveys undertaken by the applicant indicate an approximate 35% underuse of the total site quantum which is not disputed as such underuse is

quite typical in larger developments within Hillingdon, irrespective of planning use type. On this premise it is considered that the loss of 56 spaces can be absorbed within the 35% surplus (in excess of 200 spaces).

(Officer Note: The 56 cycle spaces have been reinstated).

Access/Internal Road Layout & Pedestrian Permeability

There will be little change in layout as compared to the existing arrangements hence vehicular and pedestrian site permeability to internal and external destinations are to be maintained.

Travel Plan (TP)

The extant University 'whole site' TP should be maintained and encompass the proposed Learning and Teaching Centre as per the submitted details. As the TP mechanism is in place, there are no further observations.

Operational Servicing Requirements

A framework servicing/ delivery plan should accompany any future application and aim to ensure that internal and external site conflicts are avoided/minimised. Details of servicing including waste collection have been submitted and broadly conform to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts. As the frequency of service related activities would remain comparable to the existing use, the principle of operation is therefore considered acceptable.

Construction Logistics Plan (CLP) and Phasing Regime

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local road network in order to avoid/minimise potential detriment to the public realm. Any phasing regime, if applicable, should be submitted with very clear and concise details at the application submission stage to allow for an informed decision to be made on the phasing methodology.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

FLOOD OFFICER

Summary of constraints

The Site lies in Flood Zone 2 of the River Pinn Main River and along a strategic river corridor and has some areas identified with a low risk to medium risk (0.1% - 1% AEP, to 1% to 3% AEP) of surface water flooding surrounding the site.

An FRA dated 25/01/2019 version P05 has been submitted superseding those previously provided.

Recommendation: Approval subject to conditions.

Detailed comments on the Planning Application:

Sequential Test

The FRA provides further detail in Appendix 3 to address the Sequential test to demonstrate the appropriateness of the location for this new teaching and learning centre within Flood Zone 2. There has been some review of the other areas available within the Brunel University that sits within Flood

Zone 1, although it discounts one such site due to an imminent planning application, no further information provided or justified.

However it is noted that the proposed development is an educational establishment and therefore can be classified as "more vulnerable".

In accordance with Table 3 of the Technical Guidance to the NPPF, included below in Figure 5.2, an Exception Test is not required and therefore the proposed development is considered appropriate for Flood Zone 2. The notes to Table 3 however refer that this table does not show the application of the sequential test which guides development to Flood Zone 1 first then Zone 2.

Brunel University prepared a masterplan for Sites 1 and 2 in 2004 (in line with the Masterplan in which outline planning consent was granted in 1992). This was granted outline planning consent in 2004 (LPA ref. 532/APP/2002/2237). Planning permission was also granted in January 2017 (LPA ref. 532/APP/2012/670) to extend the period in which reserved matters applications can be submitted to January 2020.

It is argued that the form of development allowed under the residual balance of the outline consent does not accord with the University's current development needs, and the current application not part of that masterplan is submitted to address those needs.

However in making that argument there is clearly a need to update the University masterplan to provide for a strategic management of issues particularly the flood risk and drainage issues which were so clearly lacking within this and many other Brunel University Applications. The Council would prefer to provide have a clear and consistent framework for the university and the Council to work through, saving time on each application to address these critical needs which meet requirements to manage the risks from climate change.

The Local Flood Risk Management Strategy for the London Borough for Hillingdon it is expected that large and privately managed site are required to undertake a site wide drainage strategy to manage their impact on the surrounding community and that development can be managed more effectively rather than a piecemeal approach which does not provide evidence that they have a long term strategy to help cooperate as a significant land owner in managing flood risk appropriately in the face of climate change.

NPPF Paragraph 157 "Using opportunities provided by new development to reduce the causes and impacts of flooding (where appropriate through the use of natural flood management techniques); and d) where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations".

It is noted that the exception test is not required by Table 3 and that the building can be made safe, the footprint of the proposed building is smaller, and there are wider reasons for redeveloping the site at this location.

Section 7.2 Warning and Evacuation plan

A University wide warning and evacuation plan should be in place to cover the whole university campus. There is no evidence that these recommendations from previous piecemeal development has been implemented or provided and should be provided up front as part of this application.

It is noted that the site is located within an area covered by the Environment Agency's Flood Warning and Alert Areas System which BUL has already signed up for. However an appropriate condition will be required to ensure that a plan for this site will be produced covering those details as stated in the

FRA, and that this in turn should then result in a review and update of a wider site plan. Which is highly recommended in the instance one does not already exist.

8 Drainage

Summary

Site is 5100m² or 0.51 hectares.

Groundwater Levels from the Geo Env Assessment report by REC May 2017 are indicated to be at 2.5m- 4m MBGL.

It is stated that the site drainage will control the 1 in 100 year plus a 40% allowance for climate change event.

The Drainage plan refers to a combined sewer, however the Thames Water Mapping confirms this is and should only be a Foul sewer receiving no surface water from the site. The Brunel 2006 dated site wide drainage plan is out of date.

The proposals appear to discharge to a private sewer outside the indicated red line boundary.

No CCTV survey has been provided of the link between this discharge point on site and River Pinn to demonstrate the condition or capacity or the condition or invert of the outfall. Additional surveys have been carried out in Jan 2019 but not submitted. It is critical that the system is cleared and repaired should this be required so that it does not increase the risk to the proposal.

Storage provided

As a result of surveys showing the likely submerged outfall a more pragmatic approach has been taken and a restricted run off rate of 2ls proposed and the storage volume increased to 150m³, which is considered appropriate.

Sustainable Drainage Methods

The principles of sustainable drainage require consideration of the most sustainable methods in the form of hierarchy. The proposal now refines the proposals for SuDs including not just a variety of proposals in the document but in the plans as well as requested. These include Green Roof Planted area now that the Quad has been found to have no concrete base, Rain Garden and permeable paving as well as below ground attenuation. Drawing No.15111-BDP-ZZ-UG-DR-C-01000 in Appendix 8

Strategic management of SW across Brunel University

As a result of the proposals, and existing SW pipe containing water from a wider catchment potentially has to be diverted. There is no information on the current capacity or size and whether it is being replaced with the same or larger sized pipe. This therefore could have already filled the network at this manhole point.

However this diverted pipe offers opportunity in line with the principles that Brunel University have signed up to in masterplanning their wider SW network across the whole site.

The pipe if expanded and or diverted to the quadrant, the discharge from this catchment could be limited and reduce the impact the university currently has by freely discharging surface water into the River Pinn exacerbating flooding of adjacent communities.

This option to reduce the impact of the university must be explored in the context of LBH and the Environment Agency investing resources to explore and invest in ways to reduce the flood risk to the university and other residents from the River Pinn.

8.3 Exceedance management

A BDP-C-SK190122-0001 in Appendix 11 revised plan shows more clearly the extent should in a very extreme event exceed the proposed drainage arrangements.

SuD's maintenance Plan

This is indicative should the design of the SuD's regime change. It would be more appropriate to provide the details of the appropriate teams in place already on the Brunel University site with these sorts of responsibilities and not just the generic CIRIA Table.

It does not include elements which appear to be indicated that elements within the proposals such as the brickslot drains to capture water or the linking pipe work between the key structures which are also fundamental to the drainage system or indicate the minimum operating standards.

This provide very little detail of as clearly stated by the NPPF in paragraph 165. "Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should: a) take account of advice from the lead local flood authority; b) have appropriate proposed minimum operational standards; c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and d) where possible, provide multifunctional benefits".

Potable water demand will be reduced by use of low flow appliance taps and low volume, dual flush toilet cisterns. Presence detectors will be used to make sure no water is wasted during unoccupied periods.

With the above measures incorporated into the scheme and considering the additional maintenance requirements associated with rainwater harvesting systems, it was considered unfeasible to implement a rainwater harvesting system.

Conclusion; Acceptable, subject to conditions requiring SUDS and a Flood Evacuation Plan.

ACCESS OFFICER

As a result of the number of pre-application meetings with the architect and Brunel University representatives, the development as submitted is considered to be acceptable from an access and inclusive design point of view (see Design & Access Statement, page 78-).

Conclusion: acceptable, subject to a suitable planning condition that requires details to be submitted in respect of the external landscaping design, materials, seating and lighting.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

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

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

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

Paragraph 143 of the revised NPPF states that inappropriate development is, by definition, harmful to Green Belt and should not be approved except in 'very special circumstances'. According to paragraph 144 of the revised NPPF, when determining applications, LPAs should ensure that substantial weight is given to any harm to the Green Belt; 'very special circumstances' will not exist unless the potential harm to Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

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

- "i- Agriculture, horticulture, forestry and nature conservation;
- ii- Open air recreational facilities;
- iii- Cemeteries

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

As set out in paragraph 145 of the revised NPPF, the construction of new buildings should be regarded as inappropriate development in the Green Belt. Exceptions to this which are relevant to the proposed redevelopment include:

- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces, and
- Although the NPPF no longer refers to major developed sites, para 145 of the revised NPPF states that limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, would not constitute inappropriate development in the Green Belt.

Having regard to the first exception test above, the GLA Stage 1 report notes that the development proposes a replacement of a building in the same educational use, with a significantly increased floor area but a reduced overall footprint. The overall height of the building would also not be materially greater than the building it replaces, albeit that the amount of development at this height would be expanded. The proposed building, apart from an increase in floor space area, will have a reduced footprint than the existing building, and the scheme would not have a materially greater impact upon the openness of the Green Belt. Whilst the building is materially larger in terms of floor area, the impact of the building is not considered to be significantly greater, and this exception test is met.

Having regard to the second exception test, it is noted that the proposed academic building will be located in an area of the campus which has already been developed (site 2) and the works do not increase the developed portion of the campus. The development would constitute limited infilling on previously developed land, and given the limited overall height increase and the presence of surrounding buildings of a similar scale, it is not considered that the proposal has a greater impact on the openness of the Green Belt. It is therefore considered that the proposed development fully meets this exception test and the development is not therefore inappropriate.

Therefore, the proposal meets the NPPF exception tests and is not inappropriate development. As such, the proposal accords with Policy 7.16 of the London Plan, Policy G2 of the draft London Plan and the NPPF 2018 and Policy OL1 of the Local Plan Saved Policies (2012).

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

Policy 3.18 'Education facilities' of the London Plan states that the Mayor supports provision of further and higher education facilities adequate to meet the demands of a growing and changing population, and in particular Policy S3 'Education' of the draft London Plan recognises the unparalleled choice of undergraduate and postgraduate degrees that higher education in London provides and the vital part that universities play in ensuring Londoners have the higher order skills necessary to succeed in a changing economy. Policy S3 strongly supports the principle of new higher education development and requires proposals for education facilities to be located in areas of identified need, in accessible locations, and next to parks or greenspaces where possible.

The applicant explains that the existing building has reached the end of its economic life and is no longer fit for purpose. It forms part of an estimated 98,000sqm of existing university accommodation that requires replacing/refurbishing now, in order to continue to meet existing accommodation needs. In addition, the quad is currently underutilised by students. The John Crank Building has therefore been identified for demolition and redevelopment. The building does not make an effective use of the land and redevelopment presents an opportunity for intensification of activity in the heart of the University's campus

As set out elsewhere in this report, CGI visuals have also confirmed that the scheme would not have greater impact upon the openness of the Green Belt. Therefore, the proposed development is not inappropriate and no objections are raised to the principle of the development at this location.

Notwithstanding the above, in assessing the application, it will be necessary to determine whether material planning benefits outweigh any planning objections or potential harm, relating to heritage, visual and landscape impacts, noise and disruption during operations, air quality, traffic movements, duration of operations and ecological impacts.

7.02 Density of the proposed development

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

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

London Plan Policy 7.8. and Policy HC1 of the draft London Plan states that development should conserve heritage assets and avoid harm. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

Details of a Written Scheme of Investigation for Archaeological Works for Site 2, in part compliance with condition 42 of Outline Planning Permission Ref: 532/App/2002/2237 dated 19/04/2004 ' Master Plan Proposals' have already been approved. (App. ref. No: 532/APP/2004/1347). Due to landscaping and terracing of the site (site 2), no pre historic evidence was recovered. Wide spread truncation had occurred across the site which has removed any archaeological remains that may have been present. English Heritage (Now Historic England - GLAAS) therefore recommended that no further work is necessary in the site 2 area. This partial discharge of the archaeological condition allows development to proceed on the whole of site 2 of the university campus.

CONSERVATION AREA

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

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

LISTED BUILDING CONSIDERATIONS

Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building. Any development would therefore be expected to address these matters. In accordance with Paragraph 189 of the NPPF, the Heritage Statement accompanying this planning application assesses the impact of the proposed development on the significance of designated heritage assets and their setting.

LOSS OF THE JOHN CRANK BUILDING

The loss of a building, even if unlisted or of only minimal historic or architectural interest like the John Crank Building, constitutes a loss of an authentic element of the historic environment. The proposal includes the loss of a part of the original masterplan of the university and must be acknowledged to constitute some harm to the historic environment. The building is of some local interest and cumulatively, with other surviving elements of the original masterplan, contributes to the understanding of the ideals and aspirations for higher education and wider society during the 1960's.

However, the building is not locally listed and is not otherwise designated and is not a non-designated heritage asset by the definition of the NPPF.

In reviewing the degree of harm to the building the NPPF sets out that a balanced judgement will have to be made having regard to the scale of harm or loss and the significance of the heritage asset. It is acknowledged that the degree of harm to the John Crank Building is substantial, reflecting total demolition. However, the degree of significance that can be ascribed to the building is minor and weighed in the balance of the substantial public benefits of the scheme, as set out elsewhere within the report. Accordingly, as there are substantial public benefits, the demolition of the building is not considered a barrier to development, subject to the replacement building and associated landscape design, maintaining, or preferably enhancing the setting of the adjacent listed building as discussed below.

Impact on the setting of the Central Lecture Block (CLB),

The John Crank Building, which is proposed to be demolished, is located in a key position on the east side of the central quad, a focal point to the campus. The building also sits alongside the brutalist Central Lecture Block (CLB), which faces the south side of the quad and is Grade II listed. Both the quad and the John Crank building were part of the original Masterplan for the University, but neither is listed. The Heritage Statement submitted in support of the application states that the John Crank Building is of some historic interest for its place in the 1960's university masterplan. The statement also acknowledges the building has some architectural significance due to its association with the architects Richard Sheppard Robson and Partners, who have produced many fine buildings, and because it reflects the architectural trends and materials predominant in the 1960's. However, it also acknowledges that the building has been altered and demonstrates no particular architectural innovation in its own right, so concludes that the

architectural significance is relatively low.

Although the designed relationship between the quad and the Central Lecture Block is an important aspect of the significance of the listed building, the quad itself has not been successful as a functioning urban space. This is partly due to a lack of active frontage that opens directly onto it and lack of accessibility.

The Heritage Statement concludes that, given the high quality of the LTC's design and the considerable improvement to the setting of the CLB, the proposed building will be an enhancement to the setting of the Grade II listed building. The architectural style of the proposed building complements the CLB, having been designed to respond to the CLB in mass and form. It is not therefore considered that the proposed LTC building will overwhelm the listed building.

The proposed LTC building, takes cues from the architecture of CLB and does not seek to challenge the architecture or prominence of the CLB in terms of massing, positioning and design. The proposal is split into three horizontal elements to minimise the visual impact on the setting of the listed building, which is welcomed. Therefore, the Mayor in his Stage 1 report is supportive of the height and massing of the proposal.

In accordance with local policy, which seeks to conserve and enhance the setting of listed buildings, it is considered that the improvements to the Quad represent a positive intervention, both in terms of aesthetics but also in terms of less tangible qualities such as a sense of enclosure and a welcoming and accessible space. By improving the quality of the environment, it is considered that the setting of the adjacent listed building will, by extension, be enhanced.

Having regard to the above assessment it is not considered that the proposed development represents 'substantial harm' to the CLB and, in accordance with paragraph 196 of the NPPF, is an opportunity to 'enhance or better reveal' the significance of a designated heritage asset.

Outside the campus, the nearest listed buildings are the Gate House and Chapel at Hillingdon Cemetery, which are set well away from the site and are screened by the mature trees that fringe the cemetery. It is considered that there would be no adverse impact on their setting.

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

7.04 Airport safeguarding

The application site resides in the statutory safeguarding zones surrounding RAF Northolt and occupies 15.2m aerodrome height, technical and birdstrike safeguarding consultation zones surrounding the airbase, which lies approximately 3.5km south west at the end of the runway at RAF Northolt. Defence Estates' (MoD Safeguarding) has no statutory safeguarding concerns regarding the height and technical zones. However, the MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of air traffic safety. A condition requiring a construction management strategy is recommended, which should include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

The other main concern relates to the green roof, which must not unacceptably increase the risk of bird strike to aircraft using RAF Northolt and construction. Defence Estates has therefore requested a condition requiring the submission of a bird management plan, to ensure the long-term management of the site. Subject to the above two requirements being applied as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

Subject to compliance with the above mentioned conditions, it is not considered that the proposed development would result in increased risk to aircraft using Northolt Aerodrome, in compliance with Saved Policy A6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.05 Impact on the green belt

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

The site, which is situated within the Green Belt and a Green Chain, falls within an area of gently sloping landscape of the River Pinn valley, with belts of vegetation and built form contributing to its visual containment, particularly from areas to the north, east and west. The site is not readily visible from adjacent roads and footpaths, but is evident in close proximity within the campus.

A Landscape and Visual Impact Assessment (LVIA) has been prepared for the proposals. The document addresses the impact of the proposed development on 'landscape' receptors and 'visual' receptors during both the construction and operational phases of the development.

The LVIA concludes that for two of the ten 'landscape' receptors and one of the eleven 'visual' receptors, the effect of the construction phase will be 'major adverse' and 'non moderate / substantial'. However, these effects are temporary and are reversible upon completion of construction. The visual containment provided by the adjacent buildings means that low level construction activity will be limited to receptors within very close proximity of the site.

For the operational phase of development, the LVIA assesses the impact of the scheme on 'landscape' and 'visual' receptors in Year 1 and Year 15, following completion. The impact on landscape receptors for Year 1 and Year 15 range from 'negligible (neutral)' to 'major(beneficial)'. The impact on visual receptors for Year 1 and Year 15 range from 'none' to 'moderate'.

The LVIA concludes that once operational, the proposed development will have a limited effect on designated landscapes, including the Green Belt and that in accordance with planning policy, it will have an appropriate visual relationship with other buildings. When viewed from the wider landscape, the proposed LTC building will not be dominant and will be perceived as a part of the campus, rather than an individually prominent structure. The building would be set against a back drop of existing fairly modern mainly 2 to 5 storey buildings within the campus and would be relatively well screened. It is therefore considered that the building could be located in this position without a significant impact on the appearance of this part of the site and its immediate context.

Overall, given that the proposal involves a building in an area of the campus that has been previously developed, the existing landscape character, and the proposed planting strategy, it is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt. It is therefore not considered that the amenity and openness of the Green Belt would be harmed to a detrimental degree by the proposals, in accordance with Saved Policies OL1, OL2, OL5 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan and the NPPF.

7.06 Environmental Impact

NPPF Paragraph 178 requires that ground conditions, and any risks arising from contamination, are taken into account in order to ensure that the site is suitable for its proposed use. The London Plan (Policy 5.21) requires that appropriate measures are taken to ensure that development on previously contaminated land does not activate or spread contamination. Local Plan Part 1 Policy EM8 sets out the Council's expectations for development on contaminated land. It should provide mitigation strategies that reduce impacts on surrounding land uses. The Policy expects major development proposals to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

The planning application is accompanied by two ground conditions reports: one for the quad and one for the land that accommodates the existing John Crank Building.

The report for the John Crank building site recommends the preparation of a Remediation Method Statement to provide details of land gas protection measures.

The report for the quad concludes that no further works are necessary for the proposed development, although notes that the development will need to comply with waste legislation if materials are removed from site.

The Council's Environmental Protection Unit (EPU) advises that, some more assessment, including a risk assessment is required. Some remediation will be necessary to reduce the risk and that a gas / vapour membrane is likely to be required. A condition is recommended, requiring a written method statement providing details of a remediation scheme and how the completion of the remedial works will be verified, along with details of a watching brief to address undiscovered contamination. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

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

7.07 Impact on the character & appearance of the area

Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within chapter seven, which address both general design principles and specific design issues. London Plan Policy 7.1 and draft London Policy D1 set out a series of overarching design principles for development in London.

Saved Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design

elements which stimulate and sustain visual interest. saved Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

The proposed new building would be seven storeys in height. However, its height is lower than the tallest element of the existing John Crank building. The following design features have been incorporated to help to minimise the perceived scale, in order to ensure the appropriateness of the proposed building:

- The top two floors have been set back along the eastern edge, to ensure an appropriate relationship with Stockwell Hall and along the western edge, to ensure a sensitive relationship with the Grade II listed Central Lecture Block.
- The top two floors extend further along the north elevation of the building than they do along the south elevation, again, in order to sensitively address the Grade II listed Central Lecture Block); and
- The ground floor is set back along the western edge, in order to achieve an optimum relationship between the building and the quad and encourage pedestrian flow around the building and into the quad.

The architectural approach creates a translucent and lightweight structure, in order to complement and contrast the Grade II listed CLB. The principal materials are profiled ceramic panels (matt and textured on the ground and first floors and glazed on the second, third and fourth floors), with a translucent glass lantern for the fifth and sixth floors. The pale colour and the human scale of the panels are considered to provide a contrast to the heavy, solid use of concrete on the Central Lecture Block. The LTC's 'sawtooth' profile lends monumentality to the facade, which harmonises the LTC and Central Lecture Block buildings.

The Mayor in his Stage 1 report considers that the proposed LTC building has been laid out to a high design standard and notes that it has a reduced footprint than the existing building. Enhancements of the quadrangle and surrounding public realm as part of this application is supported, as these demonstrate commitment to the masterplan.

Landscape proposals show the space between the two buildings along Lancaster Road as greened and de-cluttered, providing an enhanced public realm and announcing the south-eastern entrance to the LTC. Furthermore, CGI visuals demonstrate that there would not be adverse impact on the openness of the Green Belt.

The building would be located within an area of the campus with existing institutional medium to large scale buildings and it is considered that the proposed building would be appropriate to the character and scale of the surrounding campus. It is considered that the quality and character of views towards the site would not, in general terms, be significantly adversely affected. Overall, it is considered that the proposals constitute an appropriate development within their visual context and whilst there would be some close proximity visual effect, particularly during the construction phase, the proposed development would bring positive benefits to the wider landscape character and views as the associated landscape proposals mature.

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

7.08 Impact on neighbours

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

London Plan Policy 7.6 states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to overshadowing. At the local level, Saved UDP Policy BE20 requires that buildings are laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

There are no residential properties within the immediate vicinity, although Southwark and Stockwell student accommodation blocks are located close to the proposed development.

A Daylight/Sunlight Assessment has been submitted in support of the application, which assesses the impact of the LTC on the adjoining Halls of Residence. The change in massing between the existing JCB and the proposed LTC is expected to impact on levels of daylight and sunlight experienced by Stockwell and Southwark Halls. The report concludes that out of a total 288 bedrooms 31 (10.8%) will experience some reduction in skylight classed as 'noticeable', and 5 (1.7%) will experience a reduction in sunlight classed as 'noticeable'. However, it should be noted that the halls provide non-permanent residential accommodation for university students typically for up to 34 weeks per year, comprising 288 bedrooms, bathrooms, and common rooms/lounges. This is distinct from housing, which provides permanent residential accommodation.

There are no London Plan or Local Plan policies nor planning guidance that are specifically relevant to daylight/sunlight levels associated with student accommodation. The same position applies to other forms of non-permanent residential accommodation such as hotels and serviced apartments.

Both Stockwell and Southwark Halls benefit from a very open outlook at present, and therefore enjoy high levels of internal daylight/sunlight. The proposed LTC building has been designed with the objective of maintaining a good standard as far as is practical, while recognising that a reduction on the existing good levels is likely to be unavoidable, bearing in mind the increased mass of the new building, which is necessary in order to make an effective/efficient use of the land.

On the basis that the Halls of Residence are subject to short term tenancy agreements, the occupants are unlikely to live in the rooms long enough to experience noticeable changes in daylight as a result of the proposed development. Furthermore, as stated above, there are no specific daylight standards or policies that apply to student housing. It is therefore considered an unreasonable constraint to development to apply policies that relate to normal residential development. The reduction in daylight for some rooms is considered acceptable in this case.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Saved UDP Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) are concerned with traffic generation, on-site parking and access to public transport. Although the proposal will not generate the significant amounts of traffic movement, the planning application is supported by a Transport Assessment.

The Transport Assessment demonstrates that the proposed development will not generate any net additional trips to or from the University, as they will be displaced from buildings elsewhere on the campus. The Transport Assessment concludes that the proposed development is sustainable in transport terms, that suitable access can be achieved, and that there will be no significant transport impacts as a result of the proposed development.

ACCESS

In terms of access arrangements, vehicles will gain access via Kingston Lane and an existing university estate road. Given that access to the site is via extensive network of internal campus estate roads, it is not considered that there would be any impact on the surrounding highway network as a result of this development, in both the construction and operational phases.

The primary pedestrian access to the LTC is from the west of the site via the quad. The proposed landscape scheme for the quad has been designed to facilitate this important west-east desire line. The existing steps on the east and west edges of the quad, which were an impediment to accessibility will be removed to enhance accessible circulation, and the shape and placement of the soft landscaping elements in the quad have been designed to maximise pedestrian flow.

Pedestrian access to the LTC is also proposed via an entrance in the south east corner of the building. A number of pedestrian routes have been planned to ensure permeability through the site as well as connectivity with adjacent buildings.

Access to the site by bicycle is either via the main campus concourse (if approaching from the south) or via Lancaster Road (if approaching from the north). 44 of the 100 proposed cycle spaces are proposed beyond the vehicle barrier in close proximity to the building's south east entrance. These spaces are in addition to the existing cycle spaces to the north of the proposed LTC building.

Although the site is located within the pedestrianised part of the campus, vehicular access for service vehicles and accessible parking is proposed via Lancaster Road (directly to the east of the LTC building).

The Proposed Development includes two accessible parallel parking bays along the east edge of Lancaster Road. With the exception of service vehicles, a barrier will restrict vehicle access to the public realm at the south east corner of the LTC.

TRIP GENERATION

In relation to trip generation, it is considered that the proposals will have a minimal impact, given that there will be a slight reduction in vehicular movements as a result of the loss of some of the existing parking at this part of the campus. In addition, the staff for the proposed facility will be transferred from existing departments already established at the campus, whilst there will also be a limited number of deliveries, given the nature of the work being carried out. No objections are raised in this regard.

PARKING /TRAVEL PLAN

In response to concerns raised by TfL, 28 cycle stands (56 cycle spaces) will be incorporated into the scheme (in addition to the 22 stands (44 spaces) that were previously

shown, so that there is no reduction of cycle spaces, in accordance with LPP1 Policy T1, which encourages access by sustainable modes of transport and policy AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

In accordance with Saved UDP Policy AM15, two blue badge car parking spaces will be provided on site. Car parking demand and provision for other users will be managed in line with the existing campus wide Car Parking Management Plan.

It is anticipated that there will be no additional staff, as these staff are already working on the campus. The two existing staff and visitor bays will be removed. The scheme will re-provide the existing provision of 2 disabled car parking spaces, which will be marked out clearly on Lancaster Road.

In relation to the University's overall car parking requirements, provision is made on a campus wide basis. The current University travel plan provides for a reduction in car parking spaces at the University campus down to 2,088 spaces in total over the period of the plan. This is secured by the existing section 106 agreement dated 16 April 2004.

The Transport Assessment confirms that the existing campus wide Travel Plan will bind the proposed development. This is also secured by condition and will ensure that travel by modes other than the car is encouraged wherever possible. It should be noted that the Travel Plan definitions and Schedule in the original S106 agreement are drafted in a wide manner and therefore there is no need for the original section 106 agreement to be amended via a deed of variation for this purpose.

A full construction logistics plan (CLP) and delivery and servicing management plan (DSP), as referred to in London Plan Policy 6.3, is recommended and can be secured by condition on any consent. The CLP should include details on how the safety of vulnerable road users during demolition and construction will be ensured. Deliveries and servicing will take place on-street on Lancaster Road. The Mayor has commented that the applicant should review the proposed servicing arrangements in order to allow for off-street servicing in accordance with draft London Plan Policy T7 'Freight and servicing', especially as there will be a number of vulnerable road users in this area.

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

7.11 Urban design, access and security

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

7.12 Disabled access

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

Policy 7.2 of the London Plan and Policy D3 'Inclusive design' of the draft London Plan seek to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum). The proposed educational facilities will offer a fully inclusive access to all users.

The proposed LTC is a car free development, promoting sustainable modes of travel. However, the proposals include two disabled parking spaces marked out clearly on Lancaster Road to the east of the building, which is welcomed.

The applicant's Design and Access Statement confirms that whilst there is a small level change across the site, level access would be provided to the building via shallow slopes and/or ramps where necessary. The Access Officer raises no concerns, as such provision would be a requirement of the Building Regulations.

The Design and Access Statement also confirms that the proposals will comply with Part M of the Building Regulations and the requirements of the Council's Supplementary Planning Document: Accessible Hillingdon. The facility includes accessible toilets and combined showering facilities. The internal layout of the proposed building is considered to be satisfactory from an accessibility standpoint. Notably, the Council's Access Officer has raised no objection to the proposals.

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

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Saved Local 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. The National Planning Policy Framework, adopted 2018, requires that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

A Tree Survey, Arboricultural Implications Assessment and Arboricultural Method Statement, have been submitted with this application. The Proposed Development will not result in the loss of any Category A trees. Of the seven trees that will be lost as a result of the scheme, six are Category B (moderate quality and value) trees and one is a Category C (low quality and value) tree.

In order to mitigate the loss of the seven trees (particularly the six that are of 'moderate quality and value'), and in accordance with London Plan Policy 7.21 and UDP Policy BE38, the landscape scheme accompanying the planning application includes nine new trees. It is considered that the education benefits the proposal will afford the University's students, outweigh the amenity value of the trees that will be lost.

The proposal represents an opportunity to improve the quad at the heart of the campus and to enhance the relationship between the quad and the building. A comprehensive landscape scheme is proposed as part of this application, with particular attention on creating a new 'heart' to the University's campus, improving the setting of the Grade II listed CLB and enhancing permeability and accessibility across the quad. The key elements to the landscape scheme include:

- Nine new planted trees;
- A gentle slope providing step-free access across the quad, enhancing permeability and accessibility through the space;
- A mix of hard and soft landscaping features following pedestrian desire lines. Two lawns framed by granite edging provide informal seating and a central space that is suitable for a range of events;

- An amenity terrace on the fifth floor; and
- A green roof for the LTC.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

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

The current use and management regime of the site as an academic building and central square with extensive hard surfacing, reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. A Bat Survey was carried out prior to the submission of the planning application. The Survey revealed that bat activity on the site is low and that the John Crank building has low potential to support roosting bats.

A Preliminary Ecological Appraisal (PEA) has been submitted in support of this application which identifies a range of opportunities to enhance the site's biodiversity. The impact of the development is considered to be neutral, providing any development includes the outline mitigation measures and suggested enhancement measures recommended in the Ecology Assessment can be implemented. The recommended mitigation and enhancement includes the provision of bat and bird boxes, the provision of a stag beetle loggery, the planting of native seed/fruit bearing species to provide foraging habitat for mammals and birds, the planting of nectar-rich species to attract bees, butterflies and moths, dense scrub for species such as song thrush and wildflower grassland to provide larval food for caterpillars and attract butterfly and moth species.

The PEA also recommends that vegetation clearance is timed outside the bird nesting season (between March and September inclusive), that the removal of any trees is mitigated through the landscape design, (through the provision of appropriate native or wildlife-attracting species of adequate size), that excavations left overnight are covered or fitted with mammal ramps (to ensure that any animals that enter can safely escape), and that the lighting strategy comprises low level and directional lighting (to help minimise light spill and the impact on bats).

Subject to the above mentioned mitigation and enhancements, which can be secured by condition, it is considered that the scheme will safeguard the existing nature conservation interests on the site, while providing opportunities for promotion and enhancement, in compliance with Policies EC2 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan Policy 7.19[c] and the aims of NPPF paragraph 170 and 175.

7.15 Sustainable waste management

Refuse arrangements will be dealt with as part of the wider campus arrangements. This involves the transfer of any waste to a central collection point, which is already established.

7.16 Renewable energy / Sustainability

NPPF Paragraph 148 encourages the planning system to support the transition to a low carbon future and supports renewable and low carbon energy. Paragraph 153 expects new development to comply with development plan policies on local requirements for decentralised energy and to take account of layout, building orientation, massing and landscaping to minimise energy consumption.

London Plan Policy 5.2 sets out the minimum scope for an Energy Assessment and requires that proposals 'make the fullest contribution' to minimising carbon dioxide in accordance with the energy hierarchy: be lean, be clean, be green. For carbon dioxide emissions in non-domestic buildings, it requires a 35% improvement on 2013 building regulations. In addition, Policy 5.3 requires that proposals meet the minimum standards in the Mayor's supplementary planning guidance, which includes minimising carbon dioxide emissions.

For major proposals, London Plan Policy 5.6 sets the following hierarchy for selecting energy systems: connection to existing heating or cooling networks, site wide CHP network, communal heating and cooling. Policy 5.7 encourages a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation. At the local level, LPP1 Policy BE1 requires all new development to achieve reductions in carbon dioxide emissions in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Similarly, Policy EM1 encourages the installation of renewable energy for all new development to meet the target savings set out in the London Plan.

The applicant has submitted an energy statement, setting out how the development proposes to reduce carbon dioxide emissions. An on-site reduction of 26 tonnes of CO₂ per year in regulated emissions compared to a 2013 Building Regulations compliant development will be achieved for the proposed non-domestic buildings, equivalent to an overall saving of 36%. This is in compliance with LPP1 Policy BE1 and London Plan policy 5.2 and 5.7, which require reductions in carbon dioxide emissions through the use of on-site renewable energy generation.

In relation to the energy credentials of the proposed building, details are set out within the submitted Energy Strategy, which indicates that a 36% carbon reduction improvement over 2013 Building Regulations requirements will be achieved, in compliance with current requirements, through the following:

BE LEAN

A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development.

BE CLEAN

District heating - The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. In the event that connectivity to a district heating network is required, the GSHP plantroom on the ground floor can be stripped out and replaced with the aforementioned equipment to support full connectivity to a district heating network.

BE GREEN

The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install Photovoltaic (PV) panels and Heat Pumps. The development incorporates 131 PV Panels and ground/air source heat pumps. These technologies are considered to be the most appropriate for the scheme. The electricity produced by the panels will be used on site for heating and cooling purposes. The Ground Source Heat Pumps (GSHP) will be the primary heating and cooling source.

The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan. Subject to compliance with conditions, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.11, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (Adopted Nov 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

The site is located mostly within Flood Zone 2 (and some of the site is located in Flood Zone 1). As an educational establishment, the Proposed Development is classified as a 'more vulnerable' use. In accordance with Table 3 of the Technical Guidance to the NPPF, an Exception Test is not required and therefore the proposed development is considered appropriate for Flood Zone 2. However the application of the sequential test, which guides development to Flood Zone 1 first then Zone 2, still applies.

The revised Flood Risk Assessment (FRA) submitted in support of the application provides detail to address the sequential test, seeking to demonstrate the appropriateness of the location for this new teaching and learning centre within Flood Zone 2. There has been some review of the other areas available within the Brunel University Campus that sits within Flood Zone 1. Although it discounts one such site due to an imminent planning application, no further information has been provided or justified.

Brunel University argues that the form of development allowed under the residual balance of the 2004 outline consent does not accord with the University's current development needs, and the current application, which is not part of that masterplan, is submitted to address those needs.

However in order to justify that argument, the Flood Officer notes that there is clearly a need to update the University masterplan, to provide for a strategic management of issues, including the flood risk and drainage issues which are lacking within this and application. The Council would prefer a clear and consistent framework for the university and the Council to work through, to meet requirements to manage the risks from climate change.

Notwithstanding the above concerns, it is noted that this is a replacement building, the exception test is not required, the building can be made safe, the footprint of the proposed building is smaller than the John Crank building it replaces, and there are wider reasons for redeveloping the site at this location.

The Flood Risk Assessment accompanying the planning application seeks to demonstrate that there is an acceptable flood risk from all sources and that, in accordance with planning

policy at all levels, the proposed development does not increase the flood risk elsewhere.

With reference to the risk of flood from river and sea in particular, the site is not at risk of flooding for a flood event up to the '1 in 100 year plus 20% climate change' event. Although flooding may occur for a 1 in 1,000 year event, the finished floor level for the proposed building is 200mm above the predicted flood level.

Surface water will mimic the existing drainage regime and discharge into the River Pinn. In accordance with London Plan Policy 5.13, UDP Policy OE8 and LPP1 Policy EM6, discharge rates will be restricted to greenfield rates via Sustainable Urban Drainage Systems (SuDS). A combination of SuDS has been proposed, including green roofs, bio-retention areas and below ground drainage attenuation storage. These measures ensure that the proposals do not affect flood risk elsewhere.

The Mayor in his Stage 1 report considers that In terms of water infrastructure, the proposed development generally meets the requirements of London Plan Policy 5.15 (and draft London Plan Policy SI.5).

Appropriately worded conditions in relation to flooding and sustainable drainage measures will be necessary to ensure compliance with Policy EM6 of the Local Plan Part 1 Strategic Policies, Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policies 5.12 and 5.13 of the London Plan.

7.18 Noise or Air Quality Issues

AIR QUALITY

Paragraph 181 of the NPPF seeks to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants and states that opportunities to improve air quality or mitigate impacts should be identified.

London Plan Policy 7.14 requires that development proposals minimise increased exposure to poor air quality and are at least 'air quality neutral'. Policy 5.3 requires that proposals meet the minimum standards in the Mayor's supplementary planning guidance, which includes minimising air pollution.

LPP1 Policy EM8 also stipulates that development should not cause deterioration in the local air quality levels and Policy EM1 seeks to address climate change mitigation by targeting areas of poor air quality for additional emissions reductions.

The site is located in an Air Quality Management Area (AQMA) due to exceedances of the annual mean Air Quality Objective for nitrogen dioxide. The Air Quality Assessment accompanying this planning application separates the impact of the proposed development into two phases: construction and operation. It concludes that with the implementation of good practice dust control measures during construction, the residual significance of potential air quality impacts is not significant.

For the operational phase, the Assessment indicates that concentrations of nitrogen dioxide and particulate matter (PM10 and PM2.5) across the proposed development are 'APEC - A' and therefore concludes that the location is suitable for the proposed use without the need for mitigation.

The Council's Air Quality consultant has reviewed the submitted Air Quality Assessment and raises no objections.

The proposed development is consistent with policy objectives to prevent unacceptable levels of air pollution, in compliance with LPP1 Policy EM1 and EM8 of the Local Plan Part 1 Strategic Policies, London Plan Policies 5.3 and 7.14.

NOISE

Paragraph 180 of the NPPF requires new development to 'mitigate and reduce to a minimum' potential adverse impacts resulting from noise - and avoid noise giving rise to significant adverse impacts on health and the quality of life. The NPPF also seeks to create places with a high standard of amenity for existing and future users.

London Plan Policy 5.3 requires that proposals meet the minimum standards in the Mayor's supplementary planning guidance, which includes minimising noise pollution. Policy 7.15 requires that proposals manage noise by mitigating and minimising the potential adverse impacts of noise from new development.

UDP Saved Policy OE1 states that planning permission will not normally be granted for uses that are likely to become detrimental to the character or amenities of surrounding properties because of noise. In addition, policies OE3 and OE5 require that the noise impact of development is mitigated so that it is an acceptable level. LPP1 Policy EM8 promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.

The Noise Impact Assessment accompanying the application identifies noise sensitive receptors and assesses the noise impact of the plant for the new building. It confirms that with mitigation measures such as acoustic enclosures, the noise emissions will be limited to 5dB below the minimum measured background sound level.

The Council's Environmental Protection Unit has assessed the submitted documentation and raises no objections, subject to a condition to ensure that the external noise levels emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, or by 10dBA where the source is tonal, at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

7.19 Comments on Public Consultations

No response to the public consultation has been received.

7.20 Planning obligations

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

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant to secure:

1. A Construction Training contribution or an 'in kind' construction training provision to be provided by Brunel University during the construction period.

The applicant has agreed to this proposed Head of Term, which is to be secured by way of

the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

CIL

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

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 site is within a previously major developed site within Green Belt. The building replaces an existing building in the same use and constitutes limited infill on previously developed land, with no materially greater impact on the openness of the Green Belt. On this basis, it is considered that the NPPF exception tests have been met. Therefore, the proposed development is not inappropriate and acceptable development in the Green Belt. It is therefore considered acceptable in principle.

Furthermore, the proposed learning and teaching centre, is considered to enhance the provision of an undergraduate and postgraduate degrees, continuing professional development, advanced research, and infrastructure to support business growth of Brunel University and London's competitiveness in the global higher education market.

With reference to heritage, the proposed development does not represent 'substantial harm' to the adjoining Grade II listed Central Lecture Block and is an opportunity to enhance or better reveal the significance of a designated heritage asset. Therefore, the proposal is not considered to raise any particular heritage issues in terms of the setting of the Grade II listed Central Lecture Block.

From a design perspective, the sensitivity of the site has been addressed through materials, landscaping, and massing of the proposed new building. The proposal will improve the relationship between the quad and the built environment, delivering an enhanced public realm at the heart of the campus.

The potential impacts of the proposal from a transport perspective have been thoroughly assessed. The proposed development is sustainable in transport terms, whilst suitable access can be achieved. There will be no significant transport impacts, as the users of the building will be existing students and staff displaced from other buildings on the campus.

With reference to flood considerations, subject to conditions, there is an acceptable flood risk from all sources, whilst the proposed development does not increase the flood risk elsewhere. With reference to surface water drainage, discharge rates will be restricted to greenfield rates via Sustainable Urban Drainage Systems (SuDS).

The impact of the proposed development on air quality will not be significant, whilst a range of measures are proposed to ensure existing ecology on the site is appropriately protected.

The proposed development is consistent with planning policy concerning noise impact and the amenity of the adjoining Stockwell and Southwark Halls of Residence.

In terms of ground contamination, land gas protection measures are recommended. The details of these are to be set out in a Remediation Method Statement, which can be secured by a planning condition.

Subject to conditions, the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions.

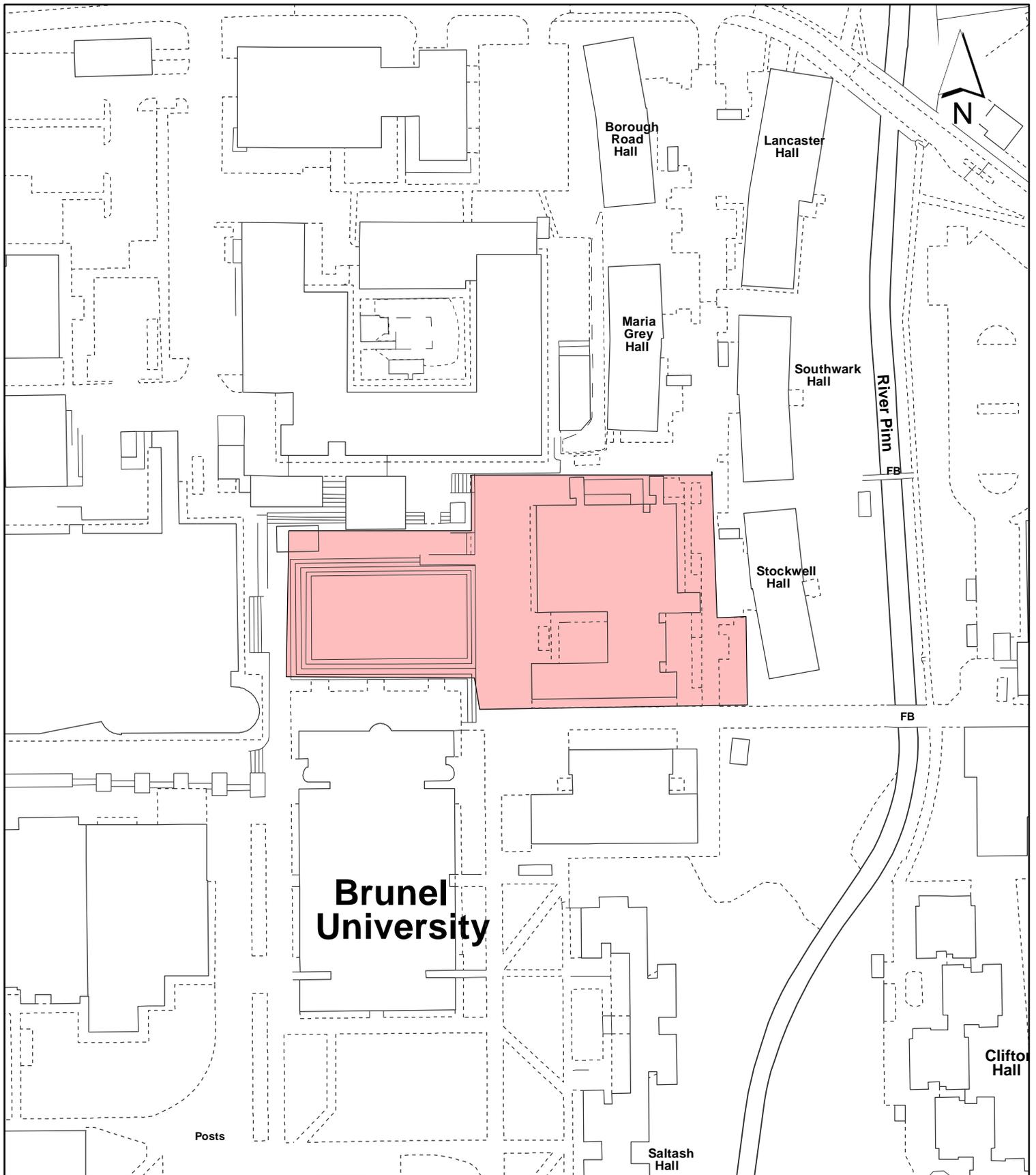
Approval is therefore recommended subject to a S106 agreement and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF) 2018
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

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	<p>Planning Committee:</p> <p style="text-align: center;">Major</p>	<p>Date:</p> <p style="text-align: center;">February 2019</p>	



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