

## Report of the Head of Planning, Transportation and Regeneration

**Address:** UXBRIDGE COLLEGE PARK ROAD UXBRIDGE

**Development:** Erection of a 3-storey building within the existing car park to create a new Institute of Technology along with the erection of a single storey link block, the erection of a single-storey car parking deck, the reconfiguration of existing car parking spaces and associated landscaping

**LBH Ref Nos:** 1127/APP/2018/4375

**Drawing Nos:**

- 18035-HNW-XX-XX-DR-A-2310 Rev. P0
- 18035-HNW-XX-03-DR-A-2203 Rev. P0
- 18035-HNW-XX-03-DR-A-2202 Rev. P0
- 18035-HNW-XX-XX-DR-A-2300 Rev. P0
- 18035-HNW-XX-XX-VS-A-2901 Rev. P0
- 18035-HNW-XX-XX-VS-A-2900 Rev. P0
- 18035-HNW-XX-00-DR-A-2215 Rev. P0
- Sustainability Statement
- Design and Access Statement Ref: 18035-HNW-XX-XX-RP-0500 Rev. P0
- Preliminary Flood Risk Assessment
- Geotechnical Assessment
- Noise Impact Assessment
- 18035-HNW- ZZ-ZZ-DR-A-1100 Rev. P0
- 18035-HNW- XX-00-DR-A-2200 Rev. P0
- 18035-HNW- XX-00-DR-A-2210 Rev. P0
- 18035-HNW- XX-01-DR-A-2201 Rev. P0
- 18035-HNW- XX-01-DR-A-2211 Rev. P0
- 18035-HNW-XX-00-DR-A-2110 Rev. P1
- 18035-HNW-XX-XX-DR-A-2120 Rev. P0
- Transport Assessment Ref: 1860/GK
- LLD1592-ARB-DWG-01 Rev. 00
- Existing Tree Schedule Ref: LLD1592
- Rural Runoff Calculator
- 18035-HNW-ZZ-ZZ-DR-A-1000 Rev. P1
- Covering Letter

**Date Plans Received:** 14/12/2018      **Date(s) of Amendment(s):** 18/12/2018

**Date Application Valid:** 14/12/2018      **Date(s) of Amendment(s):** 20/02/2019  
14/12/2018

### 1. SUMMARY

This application seeks planning consent for the erection of a new 3-storey building with a single storey glazed link, the reconfiguration of 54 spaces on a decked car park with associated car parking and landscaping.

The proposal seeks to expand the education provision offered at Uxbridge College for young adults and acquire new status as an Institute of Technology. The expansion of the college is considered acceptable in principle.

Given that the proposal involves a building in an area of the campus that has been previously developed as a car park, it is considered that the visual impacts of the proposal

are unlikely to be of significant detriment to the character of the area.

There is no policy objection to the reconfiguration of car parking spaces and a proportionate increase in the number of car parking spaces. As part of the college expansion a Travel Plan for the campus would be adopted. It is not considered that the proposal will have an unacceptable impact on the surrounding highway network or on the ecology of the area. Furthermore it will not result in a risk of flooding and it will not have any significant detrimental impacts on the amenity of occupants of the nearest residential properties.

The proposal is considered to comply with relevant Saved UDP and London Plan policies, in addition to objectives within the National Planning Policy Framework. Accordingly, approval is recommended, subject to conditions and a S106 Agreement.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission, subject to a Section 106 legal agreement securing the following:**

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:**

i) A Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

ii) Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

iii) £15,000 towards a car parking management scheme.

iv) £30,000 towards the construction and ongoing maintenance of offsite surface water management improvements associated with the ordinary watercourse between the site and the River Pinn on Council land.

v) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

C) That Officers be authorised to negotiate and agree the detailed terms of the

**proposed agreement and conditions of approval.**

D)If the Legal Agreements have not been finalised by 31 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 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 public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan (2012) and the Council's Planning Obligations SPD and the London Plan (2016).'

**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:

18035-HNW-XX-XX-DR-A-2310 Rev. P0  
18035-HNW-XX-03-DR-A-2203 Rev. P0  
18035-HNW-XX-03-DR-A-2202 Rev. P0  
18035-HNW-XX-XX-DR-A-2300 Rev. P0  
18035-HNW-XX-XX-VS-A-2901 Rev. P0  
18035-HNW-XX-XX-VS-A-2900 Rev. P0  
18035-HNW-XX-00-DR-A-2215 Rev. P0  
18035-HNW- ZZ-ZZ-DR-A-1100 Rev. P0  
18035-HNW- XX-00-DR-A-2200 Rev. P0  
18035-HNW- XX-00-DR-A-2210 Rev. P0  
18035-HNW- XX-01-DR-A-2201 Rev. P0  
18035-HNW- XX-01-DR-A-2211 Rev. P0  
18035-HNW-XX-00-DR-A-2110 Rev. P1  
18035-HNW-XX-XX-DR-A-2120 Rev. P0  
18035-HNW-ZZ-ZZ-DR-A-1000 Rev. P1

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

**REASON**

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

**3 COM5 General compliance with supporting documentation**

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

Transport Assessment Ref: 1860/GK  
LLD1592-ARB-DWG-01 Rev. 00  
Existing Tree Schedule Ref: LLD1592  
Rural Runoff Calculator  
Covering Letter  
Sustainability Statement  
Design and Access Statement Ref: 18035-HNW-XX-XX-RP-0500 Rev. P0  
Preliminary Flood Risk Assessment  
Geotechnical Assessment  
Noise Impact Assessment

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

#### REASON

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

#### 4 COM8 Tree Protection

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

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

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

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

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

#### REASON

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

#### 5 COM9 Landscaping (car parking & refuse/cycle storage)

Prior to works above damp proof course level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping (which must include additional soft landscaping on the eastern boundary with Uxbridge Lido)
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Hard Surfacing Materials
  - 2.b External Lighting if proposed
3. Schedule for Implementation
4. Details of 20 secure cycle parking for staff and students
  - 4.a Details of changing and shower facilities for staff
  - 4.b Details of 10 passive and 10 active electric charging points
  - 4.c Details of 6 disabled car parking spaces
  - 4.d Details of 17 motor cycle parking spaces
  - 4.e Details of grass crete for 25 car parking spaces
  - 4.f Details of car parking barriers and security fencing (including the entry and exit systems to be designed to be fully accessible)
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

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

#### **REASON**

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

#### **6 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 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

## **REASON**

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

## **7 NONSC External Materials**

Prior to works above damp course proof level, details of all materials, external surfaces and boundary treatments 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 information relating to make, product/type, colour and photographs/images.

## **REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

## **8 COM15 Sustainable Water Management**

Prior to commencement, (excluding demolition and site clearance) 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 manages water and demonstrate ways of controlling the surface water on site by providing information on:

### a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site 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. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - surface water discharge from the site must be less than existing runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change, and it must be demonstrated that there is sufficient capacity in the receiving ordinary watercourse (including culverted sections) to accept the proposed peak surface water runoff rate without increasing the risk of flooding. Surface water discharge from the site into the River Pinn or Thames Water sewer must be no greater than greenfield runoff rates and the scheme must identify any requirements for offsite storage.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event. The calculations shall include a representation of

the downstream ordinary watercourse to the River Pinn.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

iii. Where managed flooding of the ground surface is proposed, the plan should include the appropriate actions for those areas and document the actions required to ensure the safety of the users of the site during a rainfall event.

c) Minimise water use.

i. incorporate water saving measures and equipment.

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

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 and to ensure the development does not increase in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy OE8 of the Hillingdon Local Plan: Part 2 (November 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and Policy 5.13 Sustainable Drainage of the London Plan (March 2016).

#### **9 H6 Car parking provision - submission of details**

The development hereby approved shall not be occupied until details of the parking management and allocation arrangements have been submitted to and approved in writing by the Local Planning Authority; and the development shall not be occupied until the approved arrangements have been implemented.

#### REASON

To ensure that adequate facilities are provided in accordance with Policies AM14, AM15 and the parking standards as set out in the adopted Hillingdon Unitary Development Plan Saved Policies (November 2012).

#### **10 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

#### **REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

#### **11 SUS1 Energy Efficiency Major Applications**

Prior to above ground works, full details and specifications of the low and zero carbon technology to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. These shall include the type, size and proposed location within the site of the low and zero carbon technology required to meet the CO2 savings set out in the outline energy statement (Red Six, 15 November 2018). In addition, a full roof plan showing the inclusion of the required amount of PVs as set out in the energy statement shall be incorporated in the updated details. The development must proceed in accordance with the approved plans, details and specifications.

#### **REASON**

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (2016) Policies 5.1, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10.

#### **12 COM31 Secured by Design**

The buildings and car park (including the decked car park and lighting) 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). No building shall 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 (2016) Policies 7.1 and 7.3.

#### **13 NONSC Thames Water**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface

sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

**REASON**

To prevent any detrimental impact on local underground sewerage utility infrastructure and/or contamination of controlled waters from existing land mobilised by the building work and new development in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**14 COM22 Operating Hours**

The car park hereby permitted shall not be used except between 0600 and 2300.

**REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1	Protection of the character and amenities of surrounding properties and the local area
R10	Proposals for new meeting halls and buildings for education, social, community and health services
LPP 3.18	(2016) Education Facilities
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.3	(2016) Sustainable design and construction
NPPF	National Planning Policy Framework

### **3 I59 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

### **4**

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 November 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, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

### **5 I1 Building to Approved Drawing**

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

### **6 I3 Building Regulations - Demolition and Building Works**

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

### **7 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).

**8 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.

**9 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](http://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.

**10 I19 Sewerage Connections, Water Pollution etc.**

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

**11**

Petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

**12 I34 Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability

Discrimination Act 1995 for commercial and residential development.

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

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

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

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

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

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://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](http://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](http://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](http://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.

## 13

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.

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, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic

absorbency for each surface.

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.

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

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

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.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The Park Road Campus is one of two campuses run by Uxbridge College in the London Borough of Hillingdon. Employing approximately 400 full-time staff, it provides a range of courses primarily serving the young adult market.

The Campus is located in the southwest corner of a triangular piece of land, bounded by Park Road to the west, the A40 corridor in the north, and the Metropolitan Railway Line to the southeast, which historically formed part of Hillingdon House Farm. The campus is immediately bounded by a residential complex known as Darrell Charles Court to the southeast, residential accommodation to the northwest comprising, Brookfield, a former residential home for the elderly, a residential development adjacent to the student's car park and privately owned housing in Brearley Close. The Uxbridge outdoor pool, which is a Grade II listed building and its associated car park is located to the northeast. Metropolitan railway lines run along the southern boundary of the College.

There are three detached houses fronting the south side of Gatting Way. Gatting Way also serves 18 dwellings in Brearley Close which is a cul-de-sac located to the west of the car park. The main college car park is accessed from the eastern end of Gatting Way, which connects with Park Road, a dual carriageway linking Uxbridge Town Centre with the A40 to the north. The existing operational arrangements for the car park are:

- Main car park - access via Gatting Way/egress via Park Road;
- Staff and Visitors car park - access and egress via Park Road;
- Operational servicing - access and egress via Park Road;
- Construction traffic - access and egress via Park Road.

There are currently 375 parking spaces available across the college. There is an informal arrangement in place between the college and the leisure centre whereby the college car park is used by the neighbouring leisure centre between 6pm and 10pm Mondays to Fridays and all day on Saturdays and Sundays to accommodate over spill car parking for the leisure centre.

The existing buildings vary in height from one to four storeys and vary in design according to their age. The main entrance to the college buildings is via the 4 storey Academy building. The existing institution comprises:

- A six court sport hall and MUGA
- A link mall between B and C block
- The North block accommodating media and IT Facilities
- South block incorporating refectory and general facilities
- West block attached to H block accommodating facilities for Art and Design and a lecture theatre.

The site is not situated within a conservation area and the nearest listed building is the Grade II listed Uxbridge Lido.

Located between the southeast extent of the campus and Darrell Charles Court is the Uxbridge College Pond, which is classified as a Nature Reserve and a Nature Conservation Site of Borough Grade 1 Importance in the Hillingdon Unitary Development Plan. The pond is of ecological significance as it is identified as containing a good population of Great Crested Newts, a species whose habitat is protected.

Located to the east and southeast of the site is the western extent of the Uxbridge Common Meadows Nature Conservation Site of Borough Grade 2 significance. Most of the interest lies in the old meadows to the east of the Uxbridge Common Sports Ground but also in the vicinity of the southern extent of the Uxbridge College campus, which includes the well vegetated bank of the Metropolitan railway line, including mature Willow and Oak trees.

### **3.2 Proposed Scheme**

Planning permission is sought for the erection of a new building that would provide courses specialising in Science, Technology, Engineering and Maths (STEM), together with associated, car parking, access and landscaping. The building would expand the courses on offer to young adult predominantly aged between 16 and 18 enabling Uxbridge College to become the Institute of Technology. The proposal would allow the college to offer vocational courses from levels 1-3 enabling students to either gain employment or complete the remainder of their training (levels 4-6) at Brunel University.

This proposal includes:

- the reconfiguration of the existing car park to provide a new 3-storey technology block to the west of Block C and a single storey link connecting the new building to Block C;
- a new decked car park to the west of the new block to re-provide 54 car parking spaces. The decked car park would have a maximum height of 4.56m. The parking deck has been designed using a structural grid of 7.2m which typically, accommodates 2.4 x 4.8 parking bays with 6.0m aisles;
- reconfiguration of soft landscaping to provide an additional 46 car parking spaces;
- provision of new barriers to improve security of the car park and manage car parking for the leisure centre after 6pm and the weekends;
- associated hard and soft landscaping details of which will be secured by condition; and
- net increase in car parking by 46 car parking spaces (from 375 to 421).

Overall the proposal comprises 2,344 sq.m of new floor space allowing for 15 technology workshops. It is anticipated that the proposed development will accommodate 700

students and 36 staff. This represent an 11% increase in capacity and is proportionate to the 9.3% increase in floorspace on the campus.

The operational arrangements are to remain as existing for the college.

The key difference between existing arrangements and proposed would be the operation of the security barrier within the college car park that will be operational after 6pm on weekdays and weekends where the western part of the car park. This would allow the leisure centre to place pay and display machines at the car park in line with the charging schedule at the leisure centre car park and use this part of the car park for over spill car parking for the leisure centre at its busiest period during evenings and weekends.

### **3.3 Relevant Planning History**

1127/APP/2005/1603      Uxbridge College Park Road Uxbridge

Redevelopment of site to provide sports facilities, teaching, student care and staff accommodation, car, motorcycle and bicycle parking, covered walking mall, enclosed courtyard, gas meter housing and entrance gatehouse (involving demolition of existing administration block sports hall, teaching and staff accommodation (block f), offices (block k), storage timber sheds and greenhouse): erection of three residential blocks to provide 28 houses with associated car parking 'Master Plan proposals Option 1' (Outline Application)

**Decision:** 31-01-2012    NFA

1127/APP/2009/443      Uxbridge College Park Road Uxbridge

Part refurbishment and part demolition of existing College buildings to provide a total of 25,062n Gross Internal Area (GIA) Class D1 (education) accommodation (of which 10,327m<sup>2</sup> (GIA) comprises new build floorspace), associated sports facilities, ancillary accommodation, access, car parking, servicing and associated landscaping.

**Decision:** 14-05-2010    Approved

1127/APP/2010/1922      Uxbridge College Park Road Uxbridge

Installation of a temporary marquee to existing building (Part retrospective application.)

**Decision:** 03-12-2010    Approved

1127/APP/2010/2055      Uxbridge College Park Road Uxbridge

Installation of a temporary detached outbuilding for use as a Non-residential institution.

**Decision:** 16-10-2010    NFA

1127/APP/2012/2867      Uxbridge College Park Road Uxbridge

Revisions to the phasing programme for Phase C (South Block), to allow sub phasing as phases C1, C2 and C3, together with minor revisions to elevations and fenestration to facilitate the phasing. (Application for a Non-Material Amendment to planning permission ref: 1127/APP/2009/443 dated 14/5/2010; upgrade of college buildings).

**Decision:** 17-12-2012   Approved

1127/APP/2013/2739      Uxbridge Technical College Park Road Uxbridge

Amendment to appearance and layout of the south block previously approved under planning permission 1127/APP/2009/443 dated 14-05-10 (Section 73 application to vary condition 28 of the original planning permission)

**Decision:** 11-12-2013   Approved

1127/TRE/2018/142      Uxbridge College Park Road Uxbridge

Please see attached tree survey and work scheduled and site map

**Decision:** 22-08-2018   NFA

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

The site has an extensive planning history. That most relevant to this application is summarised above.

#### **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

Part 2 Policies:

- AM2      Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7      Consideration of traffic generated by proposed developments.
- AM14     New development and car parking standards.
- BE4      New development within or on the fringes of conservation areas
- BE13     New development must harmonise with the existing street scene.
- BE19     New development must improve or complement the character of the area.
- BE20     Daylight and sunlight considerations.
- BE21     Siting, bulk and proximity of new buildings/extensions.
- BE24     Requires new development to ensure adequate levels of privacy to neighbours.
- BE38     Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1      Protection of the character and amenities of surrounding properties and the local area

R10	Proposals for new meeting halls and buildings for education, social, community and health services
LPP 3.18	(2016) Education Facilities
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.3	(2016) Sustainable design and construction
NPPF	National Planning Policy Framework

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th February 2019**

5.2 Site Notice Expiry Date:- **6th February 2019**

## 6. Consultations

### External Consultees

This application was consulted on between 16-01-19 and 06-02-19 with neighbouring residents. Site and press notices were also posted. One response has been received to the neighbour consultation, objecting for the following reasons:

Concerns relating to privacy The top floor car park will overlook our property leading to a loss of privacy and will certainly impact on the peaceful enjoyment of our home and garden. The security of neighbouring residents would be compromised and is a concern due to the increase in capacity and visibility of neighbouring homes and gardens from the elevated first floor and part of the car park being concealed.

Concerns raised relating to noise, traffic and pollution Gatting way leading to Brearley close where our house is situated is a quiet road and with additional cars in a smaller space (over two floors) will result in increased noise, traffic, pollution and light pollution altering natural conditions.

Officer comment: These concerns are addressed within the main body of the report.

### STATUTORY CONSULTEES

#### Transport for London

1. The submitted Transport Assessment is of poor quality, while it provides details on expected mode share proportion based on site survey, it provides no details on the actual number of existing and estimated trip levels by all modes, vehicular and non-motorised. This needs to be clarify along a provision of a vehicular trip distribution assessment; which TfL is concerned on the proposal's trip level to the A40 (TLRN) north of the site. TfL requests that the Transport Assessment be revised in line with the current TfL's Transport Assessment guidance, in line with the current London Plan policy 6.3 Assessing effects of development on transport capacity and Draft London Plan policy T4 Assessing and mitigating transport impact.

2. It does not appears that the applicant has place any effort to reduce car trips for both existing and prospective students and staff for the site, despite the site is of a Fair public transport access level

of PTAL.

3. The proposal should include a significant reduction of on-site parking to a sustainable level, the level of reduction shall be informed by a parking accumulation survey, and discount parking by pupils, this is in line with Draft London Plan policy T6 Car Parking. While it is noted that the proposal does not involve increasing car parking on-site, however the current and proposed level of parking is considered excessive and not acceptable for a new development of this nature. Students and staff should be encouraged to travel by walking and cycling as well as public transport as much as possible rather than cars. The applicant has also no plan to increase cycle parking, which is unacceptable and is contrary to London Plan policies. TfL reminds that the applicant must increase cycle parking in line with the Draft London Plan cycle parking standards, in accordance with Draft London Plan policy T5 (cycling).

4. It appears that the proposed design of the site still very car dominating and not sufficient public realm for pedestrians and cyclists are to be provided, this is very disappointing and should be revised to support Draft London Plan policy T2 Healthy Street to promote better walking and cycling environment.

5. It is anticipated that the increase of 700 additional students and 36 staff on site may impact local bus service capacity, this would require mode share data to determine if mitigation would be necessary, which is not currently available. In conclusion, TfL currently objects to the proposed development as it does not encourage travel by sustainable travel modes and the current submission has not provided sufficient information to determine its impact to the highway network, including the A40 (TLRN) north of the site. The proposal therefore is contrary to both the current and Draft London Plan policies and should be refused unless it is revised to address all of the issues satisfactorily.

Officer comment: The applicant responded to TfL's objections noting:

1. The request for vehicular trip distribution and the effect of such a trip level on the A40 is entirely disproportionate to the scale and content of the proposal. HCUC's Uxbridge Campus already consists of a Further Education Institution of 25,062m<sup>2</sup> served by a total of 373 staff, student and visitor parking spaces. This proposal seeks to add 2,344m<sup>2</sup> of floorspace to the campus. That's an increase of just 9.3% of the existing total floorspace. Furthermore the number of parking spaces is to be maintained exactly as the status quo and, whilst the student profile will change slightly, this will have no effect on the number of traffic movements on a daily basis. In any event a detailed assessment of arrival and departure patterns by each mode of travel for the Institute of Technology students and staff is very difficult to ascertain because it depends on where these students will come from and when they would attend the College through the week. An estimate could possibly be made but because students could be coming some distance it would not be appropriate to use the travel mode information on the existing College.

2. HCUC's Uxbridge campus has been chosen as the location for this new West London Institute of Technology (IoT) precisely because, as well as good public transport links, it also offers reasonable access by car from a wider area, being close to the M40 and M25. TfL do not acknowledge that this is an Outer London location serving students from a wide area some of whom will be travelling by car associated with their job. Any restriction on car parking would mean this would not be a suitable site for this IoT. TfL also ignore the initiatives secured as part of the Colleges Green Travel Plan as part of their previous campus redevelopment application references 1127/APP/2009/443 and 1127/APP/2013/2739. Amongst many measures implemented to reduce reliance on car travel and promote other forms of travel to this campus these include:

- Promotion of car share initiatives for staff and students including preferential parking for car sharers

- Promotion of Cycle to work scheme and provision of secure covered cycle parking facilities
- Promotion of public transport with information of bus and train services on display and a commitment to ensure easy access to subsidised ticket schemes with TfL
- Strict control of available parking on a permit only basis, chargeable for students other than apprentices, disabled/vulnerable.
- Mini-bus shuttle services between HCUC campuses
- Promotion of health benefits of walking including encouragement to walk if one lives within 2km of the College

The applicant also provided extracts from the monitoring report on the College's existing travel plan dated July 2018 noting:

The suggestion of a significant reduction in the amount of on-site parking is just not practical nor justified by this application in isolation. Uxbridge Campus is already a thriving FE Institution and the existing level of parking already strictly controlled with priority given to staff, disabled and vulnerable students. The remainder are controlled by chargeable permits with priority given to apprentices and students travelling from distance. The College is already promoting sustainable travel for existing students and is not leading to an increase in car trips. Colleges in Outer London do not have sustainable travel options in the same way as Inner London and some students will have to use cars in these circumstances. Brunel University for example, about 2km to the south, has around 2000 parking spaces.

Further, TfL do not recognise the issues arising in this location by reducing parking capacity: In consultation with Local members and your own department it is quite clear that the level of parking provision at Uxbridge campus is already an emotive issue in the locality any reduction of which will exacerbate this issue. Local Members were actually encouraged by the fact that these proposals, despite displacing existing parking spaces, included measures to maintain car parking. Finally, as referred to above, it is important to note that Uxbridge College already have a Travel Plan which is being implemented to do exactly what TfL are suggesting in promoting sustainable travel modes. The Travel Plan will monitor the impacts of the IoT and continue to introduce measures to encourage sustainable travel.

The Transport Assessment indicates that there is already a surplus of available covered cycle parking space on the campus. It is clear that at the moment cycling is not a popular mode of travel at the College as the vast majority of the students arrive by train and bus. It is also important to note that the College adjoins the dual carriageway B483 Park Road where there is no safe cycle route provision. To encourage cycling there needs to be a safe cycle network and as currently less than 10% of the existing provision is used it was concluded that there was no point in increasing the number of cycle parking spaces. Should however cycling increase then the Green Travel Plan would identify this and the College would provide additional spaces as necessary.

The College has made sure there is safe pedestrian access into and through the site. Most students and staff walk through the main entrance from Park Road whilst vehicles enter from Gatting Way into the main car park. In addition these proposals make specific provision (where there is none at present) for a lay-by adjacent to the College's western entrance for dedicated mini-bus pick-up and set-down of students with severe mobility access difficulties. The hard landscape proposals including dedicated hard surfacing and ramps to reinforce pedestrian prioritisation.

It is anticipated that, as a result of this proposal, the student population will increase by 700 and FTE staff numbers by 36 over the current campus population of 6,200 students and 445 staff. As such these increases equate to 11% and 8% respectively. As there is a predominance of arrival in afternoons and evenings, and this does not happen every day for every student, the proposal will not impact bus capacity.

## Heathrow Aerodrome Safeguarding

The proposal has been assessed and there are no safeguarding objections to the proposed development.

## NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

## Metropolitan Police - Secured by Design

Object to the application for the following reasons:

The two tier car park design is completely open and permeable and will experience little natural surveillance or activity, this area will be highly susceptible to both car crime and anti-social behaviour. If the design of a two tier car park is to be approved then the only way I could remove my objection would be to secure it, so that only authorised people (college staff) will have access to it, and the site is secured with a visually permeable perimeter and gates.

The further concern I have relating to this site, which is currently a concern but this application would exacerbate is the fact that the neighbouring leisure centre use this carpark between 6pm and 10pm when the college is closed. The route provided with egress the other side of the college results in the security of the entire college being compromised, and this increased permeability again makes it attractive to potential offenders. My advice is for part of the carpark that is required by the leisure centre to be fenced/gated off so at night the entrance and egress routes are at the leisure centre end of the college.

To support the concerns and requests the officer highlighted that in the past 3 years in the car park of the college there have been six reported theft from motor vehicle offences, two theft of pedal cycles and one criminal damage to motor vehicle.

Further comments were received:

The revised plans are an improvement. The revised design sees the leisure centre use of the car park restricted to the one end at night will benefit both the college and the leisure centre car parks users.

It is vital that this car park is locked at night, has CCTV installed, is lit with lighting emanating from above 2.5 metres.

The two tiered car park design is still not ideal from a crime and security prospective. My original recommendation that the tiered car park area is secured, with visually permeable fencing and physical barriers remains. However seeing as it will now only be used by the college during the hours that the college is operating. I would be prepared to drop my outright objection if the college understand the risk and are prepared to manage it, with appropriate lighting (emanating from above 2.5m, achieving a colour rendering index score of 60, and a uniformity score of 40), regular security patrols and by installing CCTV with coverage of the entire area, with a live feed into their security office so it can be monitored and act as a deterrent.

## Thames Water

Thames Water would advise that if the developer follows the sequential approach to the disposal of

surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided Water Comments.

Sports England

The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case.

#### **Internal Consultees**

Economic Development and Partnerships

The proposal by HCUC (formerly Uxbridge College) and its main supporting partners Brunel and Fujitsu to secure an institute of technology (IOT) is very much welcome from an Economic development and Partnerships perspective.

Both the College and Brunel University have been long term partners who have an excellent track record of securing new investment and resources. Both organisations have particularly supported the development of the STEM agenda (science technology engineering and maths) an area where the UK has lagged behind both European and Far East countries.

In 2016 Brunel University in conjunction with Fujitsu opened a STEM centre which provides a local and regional resource for local schools. One of the goals of the STEM centre was to stimulate young people to engage with STEM subjects and to follow careers in STEM subjects. A workforce with STEM skills and experience is vital to the UK's economic future.

Government commitment - The delivery of IOT's are a key part of the government's Industrial Strategy 'Building a Britain fit for the future'.

The strategy sets out the government's ambition for a technical education system that rivals the best in the world. The governments vision is through technical education reforms, such as the introduction of T levels and the expansion of technical apprenticeships, to provide young people with what it is calling a 'technical option' to wit new system of technical education that would introduce a high quality technical option alongside an academic option for students aged 16-19.

Track record and regional support undoubtedly the track records of Uxbridge College and Brunel University in supporting the STEM agenda and the partnership with Fujitsu a world renowned tech giant helped the secure success in the first round of the IOT bidding process.

The resource securing the IOT status will be significant to the residents and businesses of Hillingdon in terms of providing a resource which will lead to qualifications and job opportunities. However the IOT is not just a resource for Hillingdon and its neighbouring boroughs but will provide a regional resource. This is very much evidenced by the support the project has secured from the regional chambers of commerce, West London Business and the Thames Valley Chamber of Commerce. It is noted that the bid is supported by a range of other local and regional tech focused companies.

The IOT has significant and ambitious targets. By year five of operation the IOT would expect to be running courses to over 4,000 students. A majority of these students would be part time and already in employment. The government's ambition is that the IOT will support those already in employment as well as delivering higher level technical education and training to young people.

The bid from the College is only one of three in London to reach this stage of the IOT process. Whilst this is good news in its self, the application to create a dedicated IOT facility on the Colleges Park Road campus is an integral component of the bidding process and without securing this facility the Colleges and its partners bid to secure IOT status will fail.

### Trees and Landscaping

This site is occupied by Uxbridge College car park situated to the north of the college. The main entrance is off Gatting Way on the north boundary. Brearley Close is a small residential close which lies to the west and the Hillingdon Leisure Centre outdoor pool is found on a slightly lower level to the east. The car park has tree-lined boundaries to the east and west, albeit some of these are deciduous with reduced screening capacity for 6 months of the year. There are no TPO's or Conservation Area designations affecting this part of the site.

1. Decked car park No trees will be affected by the decked car park. The decked car park and any barriers should be kept as low as possible to reduce the visual impact of the structure. This needs to be balanced by the need to restrict overlooking from the upper deck over the swimming pool (sun-bathing area) to the east and the windows of Brearley Close to the west. - The lights from car headlights will also need to be screened. A hit and miss style fence is proposed which should be no more than 1.5metres in height (typical eye level).

2. Additional parking provision Additional parking is also proposed in localised areas, off the Park Road site entrance. The 25 space parking is beneath a group of trees and without an arb impact assessment and method statement it is unknown how severe the impact on trees will be. Parking in this area introduces built development and clutter in an area which can be described as open parkland (expanses of mown grass with occasional trees) clearly visible from Park Road. This parking is potentially detrimental to the character and appearance of the main entrance and setting

of the campus.

3. Bicycle parking Bike parking has been introduced in the middle of the parkland setting opposite the main entrance. This should be well designed and / or screened, if it cannot be more sensitively sited.

There are no objection subject to pre-commencement condition COM8 - regarding the trees near the 25 space car park. Post-commencement conditions should include COM9 (parts 1,2,3,4, 5 and 6) and COM10. These details are required to mitigate the effects of the decked car park, bike sheds and 25 space car park.

#### Flood Water Management (Summary of Comments)

As acknowledged by the applicant, there are aspects of the drainage design for which additional information will need to be submitted during detailed design. This information should be secured through an appropriately worded condition.

As the current drainage proposals do not provide any amenity or biodiversity benefits and will discharge at rates greater than greenfield rates, I would also like to secure a Planning Obligation with the applicant for the construction and ongoing maintenance of offsite surface water management improvements associated with the ordinary watercourse between the site and the River Pinn on Council land. A contribution of £30,000 is requested.

#### Highways

As part of an overarching campus master-plan, the proposal is intended to provide a new Institute of Technology teaching facility within the northern aspect of the site envelope where currently a substantive car parking area exists adjacent to and nearby Gatting Way which provides for a secondary vehicular and pedestrian entrance to the envelope. The main access lies off Park Road and both access/egress points are to remain unaltered. The 3 storey block would attract an anticipated 700 new students and 36 staff to the campus. There is currently an attendance of approximately 6,200 students and 445 staff on campus. It is stated that the daily student patronage does not exceed 4,000 and that the majority of students are aged between 16 and 17 and utilise public transport or other sustainable means of travel.

The campus is located ½ km from and to the north of Uxbridge Town Centre and contains 375 car parking spaces of which 13 are disabled compliant. The surrounding roadways i.e. Park Road & Gatting Way are generally extensively covered by parking restrictions which assists in deterring any on-street parking that could be potentially generated by the proposal. The site exhibits a PTAL rating of 3 which is considered as average however the rating is not fully reflect of the 'real world' sustainable nature of the address given its proximity to the town centre which exhibits high public transport sustainability.

The local car parking standards require an additional 18 on-site car parking spaces. The footprint of the new build would remove 54 existing surface level car parking spaces which are being reprovided within a decked car park resulting in no loss of on-plot parking. It is also proposed to provide an additional 46 spaces within the campus site to cater for the proportional uplift in student and staff patronage amounting to a total of 421 spaces which is welcomed.

The car parking spaces would only be available and prioritised for staff, disabled, vulnerable students and apprentices. It is also advised that the new students will not be in attendance at any one time with staggered arrivals/departures and the anticipated 60% who would travel by private motor transport would be absorbed within the overall 'whole site' parking quantum of 421 which is considered acceptable (if demonstrated accordingly) with the remainder utilising public transport. As such there is a requirement for a 'site parking/management allocation' plan to be produced and

secured via planning condition.

The college indicate that an existing parking allocation scheme would also encapsulate the proposal. The scheme is currently administered by permit allocation whereby teaching staff, vulnerable students and students residing a significant distance from the college. A car sharing initiative is also promoted and incorporated within the allocation system. To supplement this approach the aspect of new patronage by students and staff would be required to be acknowledged and incorporated within the extant University 'whole site' travel plan in order to maintain the sustainable travel mode agenda and help ensure minimal impacts on the local highway network.

The fact that most of the surrounding road network exhibits extensive parking restrictions greatly assists with this line of approach as there is limited scope for student vehicles to park elsewhere on the public highway which otherwise would be one of the main points of concern.

There is however an outstanding issue associated with the neighbouring council owned Sports & Leisure Centre (LC) whereby it is reported that a measurable number of students, who attend the college, frequently utilise the LC car park and take up a level of capacity which at peak times affects the available capacity for LC patrons. Although the LC has a '30 minute free' pay & display machine parking regime in place (50p after 30 minutes with an escalating charge thereafter) which operates for 7 days a week - 8am to 10pm, it is alleged that students by-pass this control regime. Given this circumstance and the likelihood that this current proposal has some potential to heighten and potentially compound the current displacement issue described above.

It is understood that the applicant already has an established informal agreement with the LC whereby the whole of existing college car park is sub-leased to the LC for their patrons use during weekday evening and weekend periods. It is also apparent that, owing to convenience, only the far northern part of the car park closest to the LC is utilised by patrons of the centre, hence the majority of the 375 spaces are never fully utilised.

The college propose to offer a further parking concession within their site envelope which would afford 75 'paid for' and enforceable parking spaces in a segregated self-contained area in the aforementioned far northern part of the college car park nearest to the LC. This would allow LC patrons to park within this designated area after 6pm during the weekday and at all times during the weekends. As the remaining part of the college car park would be barriered off, all access and egress by vehicles using the facility would occur via Gatting Way. This aspect of the proposal is considered acceptable given the relatively low level of anticipated additional vehicle activity.

In practice, the proposal would aid the LC during some of their peak activity periods and is therefore welcomed in principle as it demonstrates healthy partnership working between the two establishments and at the same time reduces the likelihood of detrimental parking displacement on to the local public highway. There would however be a need to apply a parking enforcement/management regime which would be arranged via a formal and mutually acceptable arrangement/agreement between the college and LC. This would ensure effective working and appropriate use of this 'segregated' portion of the car park which could possibly be addressed by the existing borough-wide Council parking operator already utilised by the LC complex. The finalised content and detail of this dual site car park management operation would be arranged post planning permission.

The college are offering a financial sum of £15,000 toward this arrangement via legal agreement which would, for example, cover the provision of the finalised enforcement regime, 'pay & display' machinery and relevant barrier/signage provisions etc. Any residual monies would be returned within a mutually agreed timescale.

Due to the re-provision of the 54 parking spaces there is an opportunity to demand a 5% provision of

electric vehicle charging points (EVCP's) for both 'active' & 'passive' provision equating to 3 spaces for each provision. There are 2 active charging points within the campus at present and intent is indicated within the submission for 10 additional points with uplift to 20 as demand increases which comfortably meets and exceeds the standard.

A requirement for 10% disabled compliant spaces amounting to 6 spaces out of the 54 is also stipulated. As the overall 'whole site' disabled parking component is below this standard with only 13 spaces in place (in lieu of the 38 required) out of a total of 375, it is considered reasonable to demand the said 6 spaces by way of planning condition.

Provisions in line with the Council's saved UDP standard should amount to approximately 20 secure and accessible spaces for the proposal. A total of 40 cycle spaces have been indicated (with 10 more available if demonstrated by demand) as being specifically allocated to the proposal. As presented the standard is therefore met and exceeded and hence is considered acceptable.

There should be at least 2 motorcycle spaces linked to the proposal. 17 are provided for the whole site operation which includes the proposal and therefore this overall provision complies with the standard.

The plans as submitted are broadly acceptable with ramp and gradient designs indicating conformity to the Institution of Structural Engineers (ISE) - Design recommendations for multi-storey and underground car parks (4th edition-circa 2011).

The extant University 'whole site' TP should be maintained and updated to encompass the proposal as per the submitted details. As the TP mechanism is in place, there are no further observations other than the acknowledgement and incorporation of the new patronage by students and staff within the extant University 'whole site' travel plan in order to maintain the sustainable travel mode agenda and help ensure minimal impacts on the local highway network.

A framework servicing/ delivery plan should accompany any future application and aim to ensure that internal and external site conflicts are avoided/minimised. As the level of service related activities is to remain comparable to the existing campus regime, the principle of continued operation is therefore considered acceptable.

A full and detailed CLP will be a requirement in order to help address the constraints and sensitivities of the internal and external local road network. This will assist in avoiding/minimising potential detriment to the internal campus roads and public realm.

Any phasing regime, if applicable, should be submitted with very clear and concise details at the post permission stage to allow for an informed decision to be made on the phasing methodology given that there would be a period where the 54 on-plot car parking spaces, which are to be re-provided, would be out of commission demanding interim parking arrangements to be made.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not measurably exacerbate congestion or parking stress on or off-street\*, 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).

\* subject to:-

- i) The college submitting acceptable detail of a satisfactory 'site parking/management allocation' regime for the existing whole site operation with anticipated revisions resulting from the proposed expansion via planning condition.
- ii) the principle of dedicating 75 car parking spaces for Leisure Centre use within the college site

envelope after 6pm during weekdays and at all times during the weekend and securement of a financial contribution of £15,000 towards this aim which would fund the provision of the necessary car parking management operation (to be agreed post-permission) within the defined college car park area.

### Sustainability

I have no objections to the proposed development subject to the following:

The energy statement includes a number of conflicting calculations and the numbers don't appear to add up. However, the broad approach is adequate for this stage of planning and the risk of being non compliant with policy is very low. Any reporting errors can be corrected through the following condition:

### Condition

Prior to above ground works, full details and specifications of the low and zero carbon technology to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. These shall include the type, size and proposed location within the site of the low and zero carbon technology required to meet the CO2 savings set out in the outline energy statement (Red Six, 15 November 2018). In addition, a full roof plan showing the inclusion of the required amount of PVs as set out in the energy statement shall be incorporated in the updated details. The development must proceed in accordance with the approved plans, details and specifications.

### Reason

To ensure the development provides a 35% reduction in CO2 as per London Plan Policy 5.2.

### Access Officer Comments:

In assessing this application reference has been made to London Plan policy 7.2. This proposal relates to the site occupied by Uxbridge College car park, and would result in a new decked car park, additional parking, and a new teaching block which would serve as a link building to the existing buildings and would achieve improved accessibility for wheelchair users. Although the new decked car park would not be accessible to wheelchair users, there would be accessible parking bays at grade close to the building entrance.

The new teaching block would be accessible via ramped access, with accessible toilets, lift access and a refuge area provided within. No concerns are raised on the fundamental principles of access and inclusion, however, the following informative should be attached to any planning approval. The proposal is considered acceptable. The following informatics are recommended.

- a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
- b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
- c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate

- d cor to ensure that doors and door furniture can be easily located by people with reduced vision.
- d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
  - e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
  - f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.
  - g) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur. h) 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.

### Air Quality

It is noted the application has not been accompanied by an air quality assessment therefore the comments are based on the sustainability assessment and transport assessment.

The sustainability assessment confirms the use of Low NOx boilers as defined by the Mayors Sustainable Design SPD, this is supported.

The transport assessment states no further increase in car parking, however it is understood there is an agreement for an additional 46 spaces in line with the student growth.

The location of the development is just within the Uxbridge Air Quality Focus Area. As such developments should ensure it is at minimum, air quality neutral in terms of emissions. The additional spaces should be prioritised for additional EV parking to help ensure there is no further uplift in emissions from additional vehicular movements. Given the close proximity of public transport hubs such as the bus and tube station the travel plan should ensure car parking spaces are only allocated for journeys not able to be undertaken by public transport.

Officer comment: Electric vehicle charging points will be secured by condition as well as a Travel Plan requirement to address the air quality comments.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

Policy 3.18 of the London Plan (2016) supports enhanced education and skills provision will be supported, including the expansion of existing provision or change of use to educational purposes.

Policy S3 of the Draft London Plan (2017) sets out parameters against which development proposals for educational facilities should be assessed against. Limited weight can be given to the Draft London Plan (2017) which has yet to go through examination in public.

Local Plan: Part 1 - Strategic Policies, policy CI1 confirms that the Council "will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by [amongst other criteria] supporting extensions to existing schools and the development of new schools and youth facilities."

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

seeks to encourage the provision of enhanced educational facilities across the borough.

At national level the DCLG Policy Statement on Planning for Schools Development and the NPPF are particularly supportive of applications which enhance existing schools.

The proposal seeks consent for a new building to accommodate teaching and workshop facilities for a new Institute of Technology. This would enable the college to deliver courses in Electrical Engineering, Mechanical Engineering, Plumbing, Rail and Air Transportation studies for young adults. The expansion would increase the capacity of the college to accommodate an additional 700 students and 36 staff. The proposed extension to Uxbridge College is supported by the Local Plan, Regional and National policies and therefore considered acceptable.

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

The application seeks permission for the redevelopment of an existing college site for educational purposes. Residential density is therefore not relevant to this consideration of this proposal.

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

Section 66 of the Planning (Listed Buildings and Conservation Areas Act) 1990 sets out the statutory duty of Local Planning Authorities in regard to development affecting listed buildings:-

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall 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.' Policy BE10 seeks to protect the setting of listed buildings.

The Grade II listed Uxbridge Lido is situated approximately 20m to the east of the proposed decked car park. The proposed decked car park is proposed to be 4.6 in height that would be screened by timer cladding. The Conservation Officer has commented on the application noting the proposed decked car park, whilst visible from the Lido, given its height and use of timber, the proposal would have a neutral impact on the setting of the Grade II listed Lido. The Conservation Officer has also noted that that there is currently extensive screening between the car park and the Lido. However, there is scope for this to be enhanced to further mitigate against the impact of the car park on the Lido. A landscape condition is therefore secured requiring details of planting to provide enhanced screening along the eastern boundary of the car park.

#### **7.04 Airport safeguarding**

The proposal does not give rise to any concerns regarding airport or aerodrome safeguarding.

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

Policy OL5 of the Local Plan: Part Two (November 2012) seeks to protect the visual amenities of the Green Belt from development proposals adjacent to it. Policy BE13 of the UDP are concerned with the layout and appearance of new development.

The college does not lie within the Green Belt and the nearest Green Belt land is at Uxbridge Cricket Club, located on the northern side of Gatting Way, which is heavily planted with mature trees on both sides. Both the Uxbridge Lido and the open land directly abutting the college to the south-east fall outside the Green Belt.

With regard to the proposed buildings, care has been taken to limit height of the new

buildings so that they blend in with the existing college development and are not overly prominent when viewed from outside of the site. Appropriate setbacks are provided from the site boundaries to provide the opportunity for screen planting, to ensure that the proposals will not overly dominate the character of the nearby Green Belt, in compliance with policy OL5 and BE38. No objection is therefore raised to the proposals in terms of the impact on the character and appearance of the Green Belt.

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

Paragraph 127 of the NPPF (2018) states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 of the Hillingdon Local Plan: Part Two (November 2012) further emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Policy BE35 of the Hillingdon Local Plan: Part Two (November 2012) notes that major developments adjacent to or visible from rail connections, the Local Planning Authority will require the development to be of a high standard, design, layout and provide attractive views from these corridors.

The primary aspects of the development which impact on the character and appearance of the area are considered to be the new building to the west of Block C and the proposed car deck. The proposed block would be 3-storeys, the height of the building would be in line with other buildings on the Uxbridge College campus. The proposals therefore comprise a brickwork masonry plinth at ground level surmounted by two floors of accommodation finished in white 'Sto' render. Windows and fenestration closely resemble existing recent examples elsewhere on the campus, comprising colour coated aluminium frames and brise soleil to add three-dimensional articulation to facades. The three-story construction is then linked to the main campus facilities via a single-storey link block. Overall, the new build make references to the existing buildings in terms of height and massing and general treatment of external materials.

The decked car park is proposed to be situated to the west of the proposed building. The proposed decked car park would feature an overall height of 4.6m and timber would be used to provide screening and minimise light spillage into neighbouring properties. The proposed decked car park is considered to have a neutral impact given its siting and design. Enhanced soft landscaping between the college car park and the Uxbridge Lido is secured through an appropriately worded condition. The decked car park is considered to be acceptable.

The chosen surface materials, will complement the existing and surrounding built form. As

such the proposal complies with policies BE13 and BE19 of the Unitary Development Plan Saved Policies (November 2012).

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

Policy BE20 of the Local Plan: Part Two (November 2012) notes buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities are safeguarded.

Policy BE21 of the Local Plan: Part Two (November 2012) notes planning permission will not be granted for extensions which by reason of their siting, bulk and proximity would result in a significant loss of residential amenity.

Policy OE1 of the Local Plan: Part Two (November 2012) notes that permission will not normally be granted for uses and associated structures which are or likely to become detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties are situated approximately 22m to the west (Fulmer House) of the proposed 3-storey building and decked car park. Given the distance between the proposed college and the properties backing onto the car park, the proposal would not have an adverse impact in terms of overshadowing or the loss of privacy. The proposed car park is also proposed to be screened by angled timber slats that would mitigate against light spillage from cars into neighbouring properties. On this basis the proposal would not result in harm to the amenities of neighbouring residents.

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

Not applicable to this development.

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

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The main access to the car park lies off Gatting Way and egress is via Park Road. The operational arrangements of the existing car park are

- Main car park - access via Gatting Way/egress via Park Road;
- Staff and Visitors car park - access and egress via Park Road;
- Operational servicing - access and egress via Park Road;
- Construction traffic - access and egress via Park Road.

This circular arrangement was consented under planning ref: 1127/APP/2009/443 when planning consent was granted for the part demolition and redevelopment of the college to provide 25,062 sq.m of college (Use Class D1) space. The existing car park provides 365 car parking spaces. A transport statement has been submitted as part of this application which has been reviewed by the local highways authority.

The campus is located ½ km from and to the north of Uxbridge Town Centre and contains 375 car parking spaces of which 13 are disabled compliant. The surrounding roadways i.e. Park Road & Gatting Way are generally extensively covered by parking restrictions which assists in deterring any on-street parking that could be potentially generated by the

proposal. The site exhibits a PTAL rating of 3 which is considered as average however the rating is not fully reflect of the 'real world' sustainable nature of the address given its proximity to the town centre which exhibits high public transport sustainability.

The local car parking standards require an additional 18 on-site car parking spaces. The footprint of the new build would remove 54 existing surface level car parking spaces which are being reprovided within a decked car park resulting in no loss of on-site car parking parking. It is also proposed to provide an additional 46 spaces (11% increase) within the campus site to cater for the proportional uplift in student and staff patronage amounting to a total of 421 spaces which is considered acceptable.

The car parking spaces would only be available to, and prioritised for, staff, disabled students and apprentices. It is also advised that the new students will not be in attendance at any one time with staggered arrivals/departures and the anticipated 60% who would travel by private motor transport would be absorbed within the overall parking quantum of 421 which is considered acceptable with the remainder utilising public transport. As such a 'site parking/management allocation' plan is required to be produced by the applicants and would be secured by an appropriately worded planning condition.

The college indicate that an existing parking allocation scheme would also encapsulate the proposal. The scheme is currently administered by permit allocation whereby teaching staff, vulnerable students and students residing a significant distance from the college. A car sharing initiative is also promoted and incorporated within the allocation system. To supplement this approach, new students and staff would be required to adopt this approach. A Green Travel Plan is required in order to minimise impacts on the local highway network.

The surrounding road network exhibits extensive parking restrictions as such, there is limited scope for student vehicles to park elsewhere on the public highway which would otherwise would be one of the main points of concern.

It has been reported that the neighbouring council owned Sports & Leisure Centre (LC) frequently utilised by students of Uxbridge College. Officers had asked the college to consider the impact of increased student numbers on the neighbouring car park. The applicant responded noting:

- As stated in the application documents, there are currently 6,200 students and 445 staff on the College roll but, as a result of course timetabling, the average daily maximum does not exceed 4000.
- Uxbridge College delivers Further Education and consequently the majority of the students are aged between 16 and 17 and arrive by public transport as very few hold driving licences.
- Peak periods for arrival are between the hours of 8:00 and 10:00 in the morning and, for departures, between the hours of 16:00 and 18:00 whereas the peak periods for the LC are in the evenings, the students are unlikely to be placing pressure on the leisure centre car park.
- Fridays are the quietest period for the College as, on this day, the fewest number of courses are active.
- Following advice by officers, it is proposed to increase total parking capacity from 375 to 421, an increase of 46 spaces. This 11% increase in capacity is therefore proportionate to the 9.3% increase in floorspace to the campus and 11% increase in student numbers that will result from this application.

- This increase in capacity is achieved by a combination of measures including relocation of covered cycle parking, the re-configuration at the western end of the car park and the provision of 'grasscrete' overflow bays within landscaped. The application drawings have been amended to reflect these changes.
- In order to increase the capacity of the adjacent Leisure Centre car park in evenings and weekends it is intended to include security barriers at the end of the proposed parking deck which will be secured from 6pm each evening and at weekends. This will allow the creation of a self-contained car park with a capacity of 75 spaces capable of operation on the same pay and display basis for leisure centre users with access and egress from Gatting Way.

The highways officer has reviewed the college's response and the revised plans have been considered. The highways officer notes that the college propose to offer a further parking concession within their site envelope which would afford 75 'paid for' and enforceable parking spaces in a segregated self-contained area in the aforementioned far northern part of the college car park nearest to the LC. This would allow LC patrons to park within this designated area after 6pm during the weekday and at all times during the weekends. As the remaining part of the college car park would be separated by a barrier, all access and egress by vehicles using the facility would occur via Gatting Way. This aspect of the proposal is considered acceptable given the relatively low level of anticipated additional vehicle activity. The proposal would aid the LC during some of their peak activity periods and is therefore welcomed in principle as it reduces the likelihood of detrimental parking displacement on to the local public highway. There would however be a need to apply a parking enforcement/management regime which would be arranged via a formal and mutually acceptable arrangement/agreement between the college and LC. A contribution of £15,000 is required to secure a suitable car parking management scheme via a Section 106 legal agreement which would.

Due to the re-provision of the 54 parking spaces there is an opportunity to demand a 5% provision of electric vehicle charging points (EVCP's) for both 'active' & 'passive' provision equating to 3 spaces for each provision. There are 2 active charging points within the campus at present and intent is indicated within the submission for 10 additional points with uplift to 20 as demand increases which comfortably meets and exceeds the standard.

A requirement for 10% disabled compliant spaces amounting to 6 spaces out of the 54 is also stipulated. As the overall 'whole site' disabled parking component is below this standard with only 13 spaces in place (in lieu of the 38 required) out of a total of 375, it is considered reasonable to demand the said 6 spaces by way of planning condition.

Provisions in line with the Council's saved UDP standard should amount to approximately 20 secure and accessible cycle parking spaces for the proposal. A total of 40 cycle spaces have been indicated (with 10 more available if demonstrated by demand) as being specifically allocated to the proposal. As presented the standard is therefore met and exceeded and hence is considered acceptable.

There should be at least 2 motorcycle spaces linked to the proposal. 17 are provided for the whole site operation which includes the proposal and therefore this overall provision complies with the standard.

The plans as submitted are broadly acceptable with ramp and gradient designs indicating conformity to the Institution of Structural Engineers (ISE) - Design recommendations for multi-storey and underground car parks (4th edition-circa 2011).

The extant University 'whole site' Travel Plan (TP) should be maintained and updated to encompass the proposal as per the submitted details. As the TP mechanism is in place, there are no further observations other than the acknowledgement and incorporation of the new patronage by students and staff within the extant University 'whole site' travel plan in order to maintain the sustainable travel mode agenda and help ensure minimal impacts on the local highway network.

A full and detailed Construction Logistics Plan (CLP) will be a requirement in order to help address the constraints and sensitivities of the internal and external local road network. This will assist in avoiding/minimising potential detriment to the internal campus roads and public realm.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not measurably exacerbate congestion or parking stress on or off-street subject to conditions, 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).

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

Main issues relating to design and access have been addressed elsewhere in the report. The Secured by Design (SBD) Officer at the Metropolitan Police reviewed the revised plans and considers the an improvement. The revised design sees the leisure centre use of the car park restricted to the one end at night will benefit both the college and the leisure centre car parks users.

The SBD Officer has commented on the need for lighting, CCTV and general security across the site. A condition is secured requiring the applicant to achieve secured by design certification and matters relating lighting and CCTV would be agreed as through this condition.

#### **7.12 Disabled access**

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The access officer has commented on this application noting the proposal would result in a new decked car park, additional parking, and a new teaching block which would serve as a link building to the existing buildings and would achieve improved accessibility for wheelchair users. Although the new decked car park would not be accessible to wheelchair users, there would be accessible parking bays at grade close to the building entrance.

The new teaching block would be accessible via ramped access, with accessible toilets, lift access and a refuge area provided within. The proposal has been found acceptable in accessibility terms.

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

Not applicable to this development.

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

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

This site is occupied by Uxbridge College car park situated to the north of the college. The main entrance is off Gatting Way on the north boundary. Brearley Close is a small residential close which lies to the west and the Hillingdon Leisure Centre outdoor pool is found on a slightly lower level to the east. The car park has tree-lined boundaries to the east and west, albeit some of these are deciduous with reduced screening capacity for 6 months of the year. There are no protected trees or Conservation Area designations affecting this part of the site.

No trees will be affected by the decked car park. Additional 25 car parking spaces are also proposed in localised areas, off the Park Road site entrance.

Cycle parking has been introduced in the middle of the parkland setting opposite the main entrance. A more appropriate location for this facility would be between within the gap between the West Block and South Block. The details of appropriate cycle storage is secured by an appropriately worded planning condition. The trees and landscaping officer has not objected to this application subject to a pre-commencement condition COM8 relating to the trees near the 25 space car park and post-commencement conditions should include COM9 (parts 1,2,3,4, 5 and 6) and COM10. These details are required to mitigate the effects of the decked car park, cycle parking sheds and 25 space car park.

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

The waste strategy officer has commented on this application noting this site has capacity for waste storage which would operate as existing. The waste and recycling arrangements are considered acceptable.

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

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

The development as submitted does not comply with planning policy 5.2 of the London Plan (2016) as the scheme is not zero carbon however the sustainability officer considers the proposal has scope to provide further energy saving measures. An appropriately worded condition is secured requiring further details of sustainability and energy efficiency measures the college will implement.

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

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

The site does not fall within a flood zone or critical drainage area and no specific drainage

issues have been identified. In accordance with London Plan policy a Flood Risk Assessment and Drainage Strategy has been provided which has been reviewed by the Flood Water Management team and has been found acceptable subject to an appropriately worded condition.

The flood water management officer notes the current drainage proposals do not provide any amenity or biodiversity benefits and will discharge at rates greater than greenfield rates. A Section 106 contribution of £30,000 is required towards the construction and ongoing maintenance of offsite surface water management improvements associated with the ordinary watercourse between the site and the River Pinn on Council land.

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

Noise

No objections were raised by the EPU team. The proposal is not considered to give rise to any noise related issues.

Air Quality

The sustainability assessment confirms the use of Low NOx boilers as defined by the Mayors Sustainable Design SPD which is supported.

It is understood there is an agreement for an additional 46 spaces in line with the student growth. The location of the development is just within the Uxbridge Air Quality Focus Area. As such developments should ensure it is at minimum, air quality neutral in terms of emissions.

The Air Quality Officer has requested additional spaces should be prioritised for additional EV parking to help ensure there is no further uplift in emissions from additional vehicular movements. Given the close proximity of public transport hubs such as the bus and tube station a Green Travel Plan is required to minimise reliance on car journeys and to ensure car parking spaces are only allocated for journeys not able to be undertaken by public transport. These are secured by a suitably worded condition and a Section 106 obligation as such the proposal would not result in an unacceptable impact to local air quality.

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

Comments on public consultations have been addressed elsewhere in this report.

#### **7.20 Planning obligations**

Policy R17 of the Council's Local Plan (2012) states that: 'The Local Planning Authority will, where appropriate, seek 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'.

Given the displacement of existing car parking spaces, the following would be secured through a S106 agreement:

1. Green Travel Plan to include £20,000 Bond.
2. Construction Training: A financial contribution to the sum of: Training costs: £2,500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.
3. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions Note to the planning officer: - Please note that to encourage in kind construction training schemes within the Borough the planning officer is expected to seek

to promote and facilitate the contact between the applicant/ developer and the LBH Construction Training.

#### Community Infrastructure Levy

There is a nil rate within the Mayoral CIL charging schedule and the local CIL charging schedule. As such, this application would not be liable to pay CIL.

#### 7.21 Expediency of enforcement action

Not applicable to this application.

#### 7.22 Other Issues

No other issues identified.

### 8. Observations of the Borough Solicitor

#### General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

## **9. Observations of the Director of Finance**

Not applicable to this application.

## **10. CONCLUSION**

This application seeks to expand the further education provisions provided by Uxbridge College in STEM and acquire a new status as the Institute of Technology. The proposal accords with the Development Plan and is considered acceptable in principle. The design of the proposed building is in keeping with the buildings across the Uxbridge College campus in terms of its height scale and detailed design. The proposed decked car park is designed to minimise its impact on the neighbouring Grade II listed Lido, its design and scale is considered to be appropriate. The proposed building and car park is set away from the nearest residential occupants by at least 22m and the car park has been designed with angled timber slats that would mitigate against light spillage into neighbouring properties.

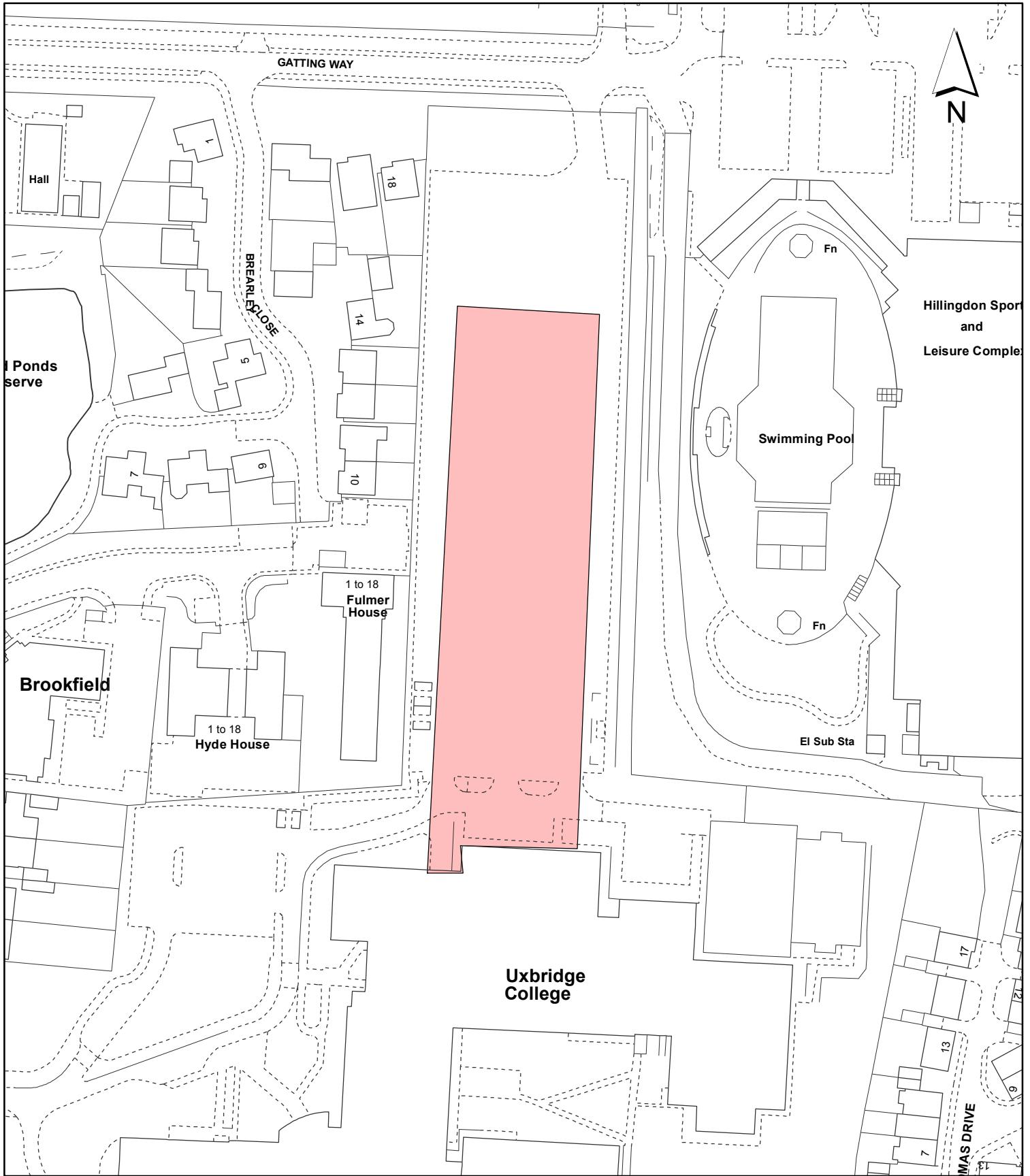
The proposal seeks a proportionate increase to car parking spaces which would be allocated to staff and students that travel from afar in accordance with the Green Travel Plan. The proposal seeks to alter hard and soft landscaping and improve the setting of the Lido through enhanced soft screening details of which have been secured by way of a condition. Overall the proposal is considered to comply with the objectives of the Local Plan: Part One (November 2012) and Local Plan: Part Two (November 2012). For the reasons outlined within this report, this application is recommended for approval subject to appropriate planning conditions and a Section 106 legal agreement.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework (2018)  
Industrial Strategy (2017)  
Mayor of London's Skills for Londoners Strategy (2018)  
Noise Supplementary Planning Document (2006)  
Accessible Hillingdon Supplementary Planning Document (2017)

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**Notes:**

  Site boundary

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Planning Application Ref:

**1127/APP/2018/4375**

Scale:

**1:1,250**

Planning Committee:

**Major**

Date:

**March 2019**



**HILLINGDON**  
LONDON