

Report of the Head of Planning, Transportation and Regeneration

Address NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD
NORTHWOOD

Development: The erection of a 3-storey science block within the existing car park; re-surfacing of the play space fronting Vincent House to facilitate re-located car parking spaces and associated works

LBH Ref Nos: 2082/APP/2019/4091

Drawing Nos: 2207_AE(0-)002 Rev.P1
Heritage Statement dated December 2019
2207_ AP(0-)001 Rev. P1
2207_ AP(0-) 002 Rev. P1
2207_ AP(0-) 003 Rev. P1
2207_ AP(0-) 004 Rev.P1
2207_ AP(0-)005 Rev. P1
2207_ AP(0-)010 Rev.P1
2207_ AP(0-)011 Rev. P1
2207_ AP(0-)012 Rev. P1
22207_ AP(0-)011 Rev. P1
2207_ AP(0-)012 Rev. P1
2207_ AP(0-)020 Rev. P1
2207_ AP(0-)021 Rev. P1
LUC_10892_LD_PLN_100 Issue A
LUC_10892_LD_PLN_101 Issue A
LUC_10892_LD_PLN_200 Issue A
LUC_10892_LD_SEC_600 Issue A
LUC_10892_LD_SEC_601 Issue A
Design and Access Statement dated December 2019
Preliminary Ecological Appraisal & Preliminary Roost Assessment for Bats
2207_AE(0-)001 Rev. P1
Landscape Supporting Statement
Illustrative Hard Materials Palette
Sketch Landscape
Planning Statement dated December 2019
Sustainability Assessment and Energy Statement
Transport Statement dated December 2019
Arboricultural Planning Statement
Drainage Strategy dated December 2019

Date Plans Received: 19/12/2019

Date(s) of Amendment(s):

Date Application Valid: 19/12/2019

1. SUMMARY

The proposal involves the erection of a 3-storey building within the existing car park to replace the temporary science block within the playing field. It is recognised that this school contributes towards the education provision in the Borough and as such, the principle of development is supported.

The site lies within the Northwood/Green Lane Conservation Area. Following the decision to refuse an earlier application under planning ref: 2082/APP/2018/3819 (20-06-19), the applicant has engaged in positive pre-application discussion with Officers and as a result the applicant has reduced the height of the building and removed the glazed link at first floor level which were the most significant concerns with the previous application. The applicant has also made alterations to the front elevation so the appearance of the building is softened and the horizontal form is broken up. Due to its scale and position along Maxwell Road, the proposal has been identified to result in less than significant harm to the Conservation Area, however the applicant has demonstrated that this is the minimum amount of space the applicant requires to deliver the science curriculum. Taking the application as a whole, it is considered the benefits of the proposal outweigh the harm and on this basis, approval is recommended, subject to conditions and a Section 106 legal agreement

2. RECOMMENDATION

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

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

1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.

2. Community Use Agreement: Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the grass pitches, all weather pitch, MUGA and sports hall (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.

3. Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered.

4. Project Management & Monitoring Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.

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

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

D. That, if the S106 agreement has not been finalised within 6 months, under the discretion of the Head of Planning, Transportation and Regeneration, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

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

1 T8 Time Limit - full planning application 3 years

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: 2207_AE(0-)001 Rev. P1, 2207_AP(0-)001 Rev. P1, 2207_AP(0-)002 Rev. P1, 2207_AP(0-)003 Rev. P1, 2207_AP(0-)004 Rev. P1, 2207_AP(0-)005 Rev. P1, 2207_AP(0-)010 Rev. P1, 2207_AP(0-)011 Rev. P1, 2207_AP(0-)012 Rev. P1, 2207_AP(0-)020 Rev. P1 and 2207_AP(0-)021 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 Hillingdon Local Plan: Part Two Development Management Policies (2020) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Heritage Statement dated December 2019

Design and Access Statement dated December 2019

Preliminary Ecological Appraisal & Preliminary Roost Assessment for Bats

Landscape Supporting Statement

Illustrative Hard Materials Palette

Sketch Landscape

Planning Statement dated December 2019

Sustainability Assessment and Energy Statement

Transport Statement dated December 2019

Arboricultural Planning Statement

Drainage Strategy dated December 2019

LUC_10892_LD_PLN_100 Issue A

LUC_10892_LD_PLN_101 Issue A

LUC_10892_LD_PLN_200 Issue A

LUC_10892_LD_SEC_600 Issue A

LUC_10892_LD_SEC_601 Issue A

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two

Development Management Policies (2020) and the London Plan (2016).

4 M1 Details/Samples to be Submitted

Prior to the commencement of above ground construction works (other than car park fronting Vincent House), detailed plans of the facing materials and elevations annotated to show where the materials are to be located and a sample of external materials and other external surfaces shall be submitted to and approved in writing by the local planning authority. Details shall include:

- a) Plan, elevation and section drawings, including jambs, head and cill, of all new external window and door at a scale of 1:10
 - b) Samples and manufacturer's details of all new facing materials including masonry, windows and door frames, glazing
 - c) Plan, elevation and section drawing including materials of the proposed new gate on the front boundary at a scale of 1:10
- The samples shall include a brickwork panel no less than 1m by 1m including junction with window openings demonstrating the proposed colour, texture, facebond, pointing, expansion joints and vertical and horizontal banding, which shall be erected on site for inspection by the local planning authority.

The development shall only be carried out in accordance with the approved details and retained and maintained for the lifetime of the development.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2016).

5 COM8 Tree Protection

No site clearance or construction work shall take place (other than car park fronting Vincent House) until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

- 1. A 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.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to 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 DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020).

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

Prior to above ground works (other than car park fronting Vincent House), 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
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments including shutters to the car parking area and gates/boundary fencing across the development
 - 2.d Car Parking Layouts for 40 spaces (including the layout of 4 car parking spaces reserved for blue badge holders, 8 car parking spaces served by electrical charging points and 8 car parking spaces served by passive electric charging points)
 - 2.e Hard Surfacing Materials
 - 2.f All External Lighting to the reconfigured car park, new science block and reinstated tennis court
 - 2.g Other structures
3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs that include nectar rich planting on two or more elevations
 - 3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation

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 DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and Policies 5.11 and 5.17 of the London Plan (2016) and Policy D1, D2 and D3 of the draft London Plan (2019).

7 COM10 Tree to be retained

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

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 NONSC External Fixtures

No additional lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.

REASON

To protect the character of the surrounding Conservation Area in accordance with Policy DMHB 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

9 COM26 Ecology

Prior to above ground works (other than car park fronting Vincent House), a full ecological protection and enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include a clear and appropriately scaled plan showing the retention of the ecological features of interest and the specific measures to enhance opportunities for wildlife, including but not limited to; bat and bird boxes appropriately located, artificial refugia within the landscaping areas; wildlife specific planting (i.e. nectar rich planting) and a specific area within the landscaping that is

developed specifically to enhance opportunities for wildlife.

The scheme shall also incorporate a report with a commentary on the proposed enhancement features, how these will benefit wildlife and how the scheme will be managed and maintained to maximise the opportunities for wildlife over the lifetime of the development. The development thereafter proceed in accordance with the approved scheme.

REASON

To ensure the development protects and enhances ecology in accordance with the national planning policy framework and EM7 of the Local Plan: Part One (November 2012).

10 COM31 Secured by Design

The building, car park and site 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 Policies 7.1 and 7.3 of the London Plan (2016).

11 NONSC Non Standard Condition

Within 6 months of occupation, the temporary science block building shall be demolished and removed and the tennis courts shall be reinstated unless otherwise agreed in writing by the local planning authority.

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 DMHB 4, DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and 7.8 of the London Plan (2016) and Policy D1, D2 and D3 of the draft London Plan (2019).

12 SUS1 Carbon Reduction

Prior to above ground works (other than car park fronting Vincent House), measures to reduce the energy demand and carbon dioxide emissions of the development by 35% shall be submitted to and approved in writing thereafter shall be integrated into the development and thereafter permanently retained and maintained for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.2 of the London Plan (2016).

13 SUS5 Sustainable Urban Drainage

Prior to commencement, (excluding demolition and site clearance) details to support the scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in the Drainage Strategy produced by Waterman Infrastructure & Environment Limited dated December 2019.

The details shall include:

- A CCTV survey report confirming the condition and connectivity of the private drainage network from the site to the watercourse.
- 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. The plan shall include details of the necessary inspection regimes and maintenance frequencies. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DMEI 10 Water Management, Efficiency and Quality in Hillingdon Local Plan Part 2 Development Management Policies (2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

14 OM19 Construction Management Plan

Prior to development commencing (other than car park fronting Vincent House), the applicant shall submit a demolition and construction management and logistics 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.
- (iii) Measures to mitigate against noise during construction.
- (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 and manage highways impacts in accordance with Policy DMHB 11, DMT2 and DMEI14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

15 NONSC Car Parking Management Plan

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 car parking facilities are provided and to help mitigate the site's impact local congestion and highways safety in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

16 SUS6 Updated Travel Plan

Prior to occupation of the development hereby permitted an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements [insert desired for targets;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020) and London Plan (2016) Policies 6.1 and 6.3.

17 NONSC Piling

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

To protect ground water resources in accordance with Policy DME1 11 of the Local Plan: Part Two - Development Management Policies (2020).

18 OM2 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020).

19 NONSC Lighting

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

REASON

To safeguard residential amenity in accordance with policies DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and to reduce energy demands in accordance with Policy 5.2 of the London Plan (2016) .

20 NONSC NRMM

All non-Road mobile Machinery (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the demolition and construction phase of the development hereby approved shall be required to meet Stage IIIA of EUDirective 97/68/EC. The site shall be registered on the NRMM register for the demolition and construction phase of the development.

REASON

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Policies policy DMT 2, DMEI 1, and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

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.

LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion

LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework
DMAV 1	Safe Operation of Airports
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.18	(2016) Education Facilities
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.6	(2016) Architecture

3 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

4 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services,

underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 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 should only be carried out between the hours of 08.00 hours 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 or Bank Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) 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.

6 I18 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

7 I19 Sewerage Connections, Water Pollution etc.

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

8

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+A1:2010, 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 d cor 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

Northwood College occupies a 3.3 hectare irregularly shaped plot located on the north west side of Maxwell Road. The main access to the school is from Maxwell Road. The site accommodates a number of buildings, which make up the lower and upper schools and the sixth form, in addition to playing fields, a Multi-Use Games Area (MUGA), a playground, hard play space, car parking and ancillary facilities. The buildings are set back from the road by approximately 10 metres.

Temporary accommodation occupies an area of approximately 0.87 hectares located towards the north east side of the site (formerly part of the school's playing fields, tennis courts and small storage buildings). The site of the proposed building is currently in use as a staff car park with 47 spaces situated on the southern end of the School.

Despite its close proximity to Northwood Town Centre, it falls within a predominantly residential area and is bounded by residential properties to the north east and south west. To the north west it is bounded by residential properties and garages and to the south east residential properties lie on the opposite side of Maxwell Road.

The entire school site falls within the Green Lane Conservation Area as designated in the Hillingdon Local Plan. The buildings at the front (south east) of the site, including the Old School, Sixth Form and Library, Wray Lodge and Vincent House, are locally listed. The tree belt along the Maxwell Road boundary (north end) is protected by TPO 491. All other trees are protected by virtue of their location within Northwood Town Centre Conservation Area.

3.2 Proposed Scheme

The proposal seeks planning permission for the erection of a 3-storey building between the existing hall and the car park along Maxwell Road to provide a new science block. The proposal would facilitate the removal of the temporary science block situated which is situated on the north east side of the school.

The proposal includes the following:

- Nine senior science labs, one junior lab, one central prep room and two ancillary prep

rooms;

- A multi functioning exhibition 'makers space' off the entrance;
- Hard and soft landscaping around the new building;
- Landscape enhancements across the wider frontage of Maxwell Road;
- Resurfacing of the former playspace fronting Vincent House to re-provide ca parking spaces; and
- A new wheelchair accessible entrance to replace the existing entrance.

The proposed building science block would measure 15m in depth and 34.5m in width. The height of the main building would be 12m with the plant room and stair core terminating 1.8m above roof level. The plant room and the stair and lift core is setback by approximately 9.5m from the front facade. The entrance to the building will be 1.8m lower than street level due to the sloping nature of the site. The new building would have an internal footprint of 1,664 sq.m. The building line aligns with the frontage of the neighbouring building.

The the proposed building would be built out upto the flank wall of the old building to provide a WC block. The WC block would be set away from the front elevation of the proposed building by 5m and it will be set away from the entrance by 21m. At first floor and second floor levels, the building would be set away from the Old School (West Wing) by 3m. At ground floor level, the building would connect to the hall situated approximately 1.5m to the west of the proposed science block by a glazed link.

In terms of design, the front elevation is split into two sections that break up the elevation. The proposal seeks to provide red bricked building to match the neighbouring buildings. Metal cladding is proposed around the windows and the entrance.

Trees and Landscaping

The proposal seeks to remove clutter from the street frontage such as the chain link fencing and inappropriately placed box hedging on parts of the school's frontage. The proposal seeks to provide new permeable gates to replace old closed boarded timber doors leading into the school. The proposal also seeks to plant additional trees and hedges to frame existing buildings. Existing hedging would be retained and no works are proposed to trees covered by TPOs or the existing shrubbery.

Car Parking

As part of the development there will also be a loss of 7 parking spaces and the reconfiguration of 40 car parking spaces. 7 existing spaces on the site frontage would be retained with 19 new spaces located in the north-western sector of the site which is currently a playground with a further 14 spaces relocated within another playground area fronting Vincent House which is part of the site envelope. The latter arrangement would be accessed via an existing access gate on Maxwell Road and the remaining access points would remain unaltered also serving construction traffic.

3.3 Relevant Planning History

2082/APP/2014/600 Northwood College Educational Foundation Maxwell Road Northwoo

Demolition of existing storage sheds and construction of two storey building comprising 1,600 sqm of temporary classroom accommodation, for a period of 3 years from 4 September 2014 (excluding construction/deconstruction period).

Decision: 07-05-2014 Approved

2082/APP/2017/2086 Northwood College Educational Foundation Maxwell Road Northwood
Continued use of temporary classroom accommodation, comprising a two storey building of 1,600sq.m, for a further temporary period of 3 years (as previously approved in planning permission ref: 2082/APP/2014/600 dated 08-05-2014).

Decision: 12-09-2017 Approved

2082/APP/2017/4403 Northwood College Educational Foundation Maxwell Road Northwood
Proposed extension to existing outdoor area including demolition of a rear outbuilding and the demolition of an existing covered walkway.

Decision: 04-04-2018 Approved

2082/APP/2018/1634 Northwood College Educational Foundation Maxwell Road Northwood
Replacement roof covering, rainwater goods, doors and roof mounted cowls

Decision: 02-07-2018 Approved

2082/APP/2018/3819 Northwood College Educational Foundation Maxwell Road Northwood
The erection of a 4-storey block to accommodate a new science and sixth form centre, and the re-surfacing of the play space fronting Vincent House to facilitate car parking with associated works

Decision: 19-06-2019 Refused

2082/APP/2019/2828 Northwood College Educational Foundation Maxwell Road Northwood
Resurfacing of all-weather sports surface playing pitch and replacement fence

Decision: 31-10-2019 Approved

2082/APP/2019/3720 Northwood College Educational Foundation Maxwell Road Northwood
Continued use of temporary classroom accommodation comprising of a two storey building of 1,600sqm until 14 September 2023 (as previously approved in planning application reference 2082/APP/2014/600 and 2082/APP/2017/2086)

Decision:

2082/APP/2019/4105 Northwood College Educational Foundation Maxwell Road Northwood
New balcony on first floor level, new balustrade on ground floor level and external lighting

Decision:

Comment on Relevant Planning History

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

Under application ref: 2082/APP/2018/3819 planning permission was refused for the following reasons:

1) The proposal, by reason of its siting, size, scale, bulk, height, design and proximity to the adjacent locally listed building creates an over dominant addition to the streetscene which fails to respect the arts and crafts composition of the wider site. The proposals fails to preserve or enhance the local designated and non-designated heritage assets and fails to harmonise with the character, appearance and visual amenities of the streetscene, the adjoining locally listed buildings and the surrounding Northwood Town Centre, Green Lane Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.8 of the London Plan (2016), the adopted Supplementary Planning Documents HDAS: Residential Extensions HDAS: Residential Layouts and Section 16 of the NPPF (2018) and emerging policies DMHB1, DMHB2, DMHB4 of the Local Plan Part 2 (March 2019).

2) The proposed development, in the absence of a Section 106 legal agreement, fails to secure a travel plan, boundary treatment work and project management and monitoring fee to adequately mitigate the impact of the proposal on local highways network and the local area contrary to Policies AM7, AM14, BE38 and R17 of the Local Plan: Part Two (Saved UDP Policies) (November 2012).

Since the decision was made, the applicant has worked with Officer to make revisions to the proposal to provide a development proposal for a new permanent science block that overcomes the reason for refusal one. The key changes made to the application are as follows:

- The removal of the glazed link at first floor level between the new science block and the west wing;
- The removal of the fourth floor in its entirety;
- New material and detailing of the front facade; and
- Alterations to hard and soft landscaping and the front boundary treatment of the school.

Planning History Relating to Play Space

It is also to be noted that under planning application ref: 2082/APP/2017/4403 (04-04-18) planning permission was granted for proposed extension to existing outdoor area including demolition of a rear outbuilding and the demolition of an existing covered walkway. In email correspondence dated 20-02-2020, the applicant confirmed the application has been implemented and the newly created playspace is both larger and of better quality than the former play space.

Extension of Temporary Planning Permission for the Interim Science Block

This application is linked to the application made under planning ref: 2082/APP/2019/3720 for the erection of a 3-storey science block within the existing car park; re-surfacing of the play space fronting Vincent House to facilitate re-located car parking spaces and

associated works.

If planning permission is granted, the temporary science block which occupies an area of approximately 0.87 hectares located towards the north east side of the site would be removed and the site would be reinstated to provide tennis courts and playing field.

4. Planning Policies and Standards

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan: Part 2 - Site Allocations and Designations (2020)
- West London Waste Plan (2015)
- The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the

'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation

Part 2 Policies:

LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework
DMAV 1	Safe Operation of Airports

DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.18	(2016) Education Facilities
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.6	(2016) Architecture

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th February 2020**

5.2 Site Notice Expiry Date:- **12th February 2020**

6. Consultations

External Consultees

This application was consulted on between 22-01-20 and 12-02-20. 2 letters of support and 1 objection was received to this application which are summarised below:

Objection

- The re-surfacing of the play space fronting Vincent House' is not being used as a play space, it is predominately a car park and there is concern this will become a permanent car park. For it to be a play space, as described on the existing planning Application, it would infer that children play on this area - children have not played on this area for a considerable time. Where is the play space going to be in the future? Will another part of the garden be tarmacked over in order to make a new play space as the old play space is now a permanent car park.

- The noise level has been exacerbated by the fact that mature trees and bushes have been removed from the garden area. A good neighbour would do their best to alleviate this noise pollution. If planning permission is granted perhaps this problem can be addressed, and even more trees and bushes planted as a nod to the neighbours.

- Maxwell Road is dangerous, it has a short stretch of 20mph restriction between the Green Lane mini roundabout and Murray Road, but drivers then frequently accelerate up to 30mph as they approach the narrower road section near the school. The 20mph restriction is extended to cover the full length of Maxwell Road - from Green Lane miniroundabout to Rickmansworth Road - to reduce the risk to the pupils of Northwood College and curb the acceleration down the hill towards the school.

- Detailed planning is conducted about how the building trucks can operate safely during term time (e.g. loading and unloading not during drop-off and pick-up times), accessing the site from Rickmansworth Road direction rather than Green Lane.

Comments

Supportive of this updated planning application. Providing modern science facilities is essential for the education of our young people, and the new building design is much more sympathetic to the surrounding buildings and elevations.

STATUTORY CONSULTEE COMMENTS

Northwood Residents Association

Supports the application.

Historic England

We do not wish to offer any comments on this application.

GLAAS

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

Sport 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, but would wish to give the following advice to aid the assessment of this application.

Thames Water

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.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. 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. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to 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 significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Internal Consultees

Planning Policy Officer

The site is located in the north of the borough within the Northwood Town Centre, Green Lane Conservation Area. The proposed development seeks to remove the temporary building currently located on the school's tennis courts and provide a permanent science building on an existing staff car park fronting Maxwell Road. There are a number of locally listed buildings within Northwood College surrounding the development site. These include the Old School, Wray Lodge and Vincent House (as identified on the Masterplan submitted by the applicant), all immediately adjacent to the site. A new staff car park is proposed on land currently identified as play space. There will be an overall reduction in staff car parking spaces for the school from 47 spaces to 40 spaces. The site has a PTAL of 2.

The Local Plan Part 2 (2020) states that there is an identified need for twelve additional forms of entry for secondary places, nine of which are needed in the north of the borough. Whilst the applicant has stated that there will be no increase in pupil numbers as part of this development, paragraph 94 of the NPPF states that LPAs should "give great weight to the need to create, expand

or alter schools through the preparation of plans and decisions on applications.

Policy DMCI 1A of the Local Plan Part 2 states that proposals for school expansions will be assessed against the following criteria (only highlighting relevant policy requirements):

- a) The size of the site, its location and suitability to accommodate a school expansion taking account of compatibility with surrounding uses, and existing policy designations.
- b) The impact on green open space, games pitches, outdoor play and amenity space, taking account of the amenity of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.
- c) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

With respect to point b) of DMCI1A, the proposed development includes the loss of play space, which the applicant has stated is now redundant following the implementation of application 2082/APP/2017/4403. This scheme resulted in an additional 1,026 sq.m of outdoor play space being gained and the applicant has stated that there is no overall net loss of play space as a result of the two applications. Given that the 2017 scheme has already been implemented the key consideration here is how much outdoor play space is being lost and whether overall the school has sufficient outdoor play space to meet its needs.

The NPPF, London Plan and local planning policies all support in principle the encouragement of more sustainable forms of transport. Policy EM1 of The Local Plan Part 1 seeks to promote a modal shift away from private car use. As an increase in staff or pupil numbers are not proposed, and the surrounding area is covered by a CPZ, there is unlikely to be an impact on parking congestion in the area surrounding Northwood College as a result of the loss of 7 parking spaces. It is worth noting that there are currently 854 pupils and approximately 162 members of staff, however a current student cap of 1,089 students means these numbers may increase in future years and staff requirements for car parking may increase. The Officers' Report for the refused application 2082/APP/2018/3819 states that "Given the number of students is not proposed to increase, the proposal is unlikely to result in an increase in traffic to/from the site or parking demand at the school, which could have an adverse impact on the surrounding highway network.

Highways Officer

There are several existing vehicular and pedestrian access points located on Maxwell Road which lead to the existing total on-plot 47 car park space provisions. As a consequence of the significant site constraint challenges which have been taken into consideration within the master-planning process, the new build will be contained on the existing main car park footprint.

This would result in a loss of 7 parking spaces out of the 47 currently provided and a re-provision of 40 spaces located throughout the site envelope. 7 existing spaces on the site frontage would be retained with 19 new spaces located in the north-western sector of the site which is currently a playground with a further 14 spaces relocated within another playground area fronting Vincent House which is part of the site envelope. The latter arrangement would be accessed via an existing access gate on Maxwell Road and the remaining access points would remain unaltered also serving construction traffic.

Any loss of parking space is regrettable as staff, in particular, may be displaced to other nearby locations such as the Green Lane car park as referred to within the submitted statement. As Members are aware, this car park is a public 'pay & display' facility and as such, reliance on what is in effect a third party parking provision outside of the college's site envelope and control is discouraged. This is due to the fact that spaces cannot be guaranteed in perpetuity and conversely, long stay teaching staff may impact detrimentally on the general parking availability for the rest of the general public thereby potentially impacting on the viability and vitality of the local town centre. The

applicant's encouragement for the use of the car park is therefore considered not relevant to the proposal. However it is accepted that there will be a strong reliance on the successful promotion of alternative sustainable means of travel to and from the site by way of the application of the established/updated school travel plan (inclusive of appropriate 'modal-change' targets) which would be secured via planning condition in order to help mitigate against any undue displacement impacts resulting for the net loss of on-plot car parking.

On balance there are a number of other factors that potentially mitigate against the negative consequences of any parking displacement that may be expected as a result of the proposal. These are summarised as follows:-

Untoward parking displacement is unlikely to affect the surrounding road network given the several CPZ's covering the area (with forthcoming extensions) which strongly discourage long-term commuter/school related on-street parking.

A Car Parking Management Strategy (CPMS) would also be applied in order to ensure an unhindered, properly managed and functional operation for all parking users within the site envelope. This again is to be secured via planning condition. For the above reasons, there are no significant concerns with regard to the overall net loss of on-plot car parking.

It is noted that there have been some representations from the public with regard to introducing speed restrictions with the addition of pedestrian crossings in the vicinity of the school. Clearly these aspects are considered of significant importance as such provisions can have a positive benefit on general pedestrian and vehicular safety which can assist in improving the environment for all road users. However in terms of determining this particular application, it is not considered appropriate to impose financial burden on the school by requesting contribution toward any identified improvements to the public realm given the school is not proposing to expand in scale or generally intensify its day to day usage. If the converse were true then there may be an opportunity to demand a contribution to attain highway gain but in the current circumstance such imposition cannot be applied. Notwithstanding this point, the concerns raised have been noted and will be further investigated via a separate investigation by the Council's highways authority.

Construction Logistics Plan (CLP) & Demolition/Construction Phasing Methodology

For the previously refused 2019 application (2082/APP/2018/3819) details of the 3 stage construction/phasing plan were submitted consisting of the following:-

- Provision of a new relocated car park within the site envelope in front of Vincent House.
- The new Science & Sixth Form block construction and subsequent decant from the temporary accommodation to the new block.
- Removal of temporary building.

This was considered as a logical and apt approach however this detail has not been presented with this current application. It may be assumed that the same approach will be applied however irrespective of this point, as is the norm, a full and detailed CLP would be a requirement given the constraints and sensitivities of the local road network in order to minimise/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

Air Quality Officer

Whereas there is no accompanying air quality assessment, the transport assessment submitted by the applicant was reviewed, which indicated that the development proposals at Northwood College will not include an uplift in student numbers above the cap imposed by Hillingdon. Given the number of students is not proposed to increase, the proposal is unlikely to result in an increase in traffic to/from the site or parking demand at the school, and no adverse impact on the surrounding highway network is expected. It is noted that this is provision of a new science block in direct replacement of the current temporary facility. The car parking numbers have reduced by 7 places and there are no highways objections to the scheme in terms of adverse impacts on the surrounding road network.

In addition, the school currently hold the Gold STARS award for the promotion and achievement of sustainable travel. A new Travel Plan at the school will be produced prior to the opening of the redevelopment of the site which is welcomed. The opportunity is being taken to condition the inclusion of EV charging points which is supported from an air quality perspective. Given its location and the scale of development appropriately worded conditions are required to mitigate against the air quality impacts of the development.

Conservation and Design Officer

The proposed block is large and will become the dominant building along the school frontage with the parapet (with roof set behind) extending above the locally listed buildings either side. The new block has a monolithic character with a strong horizontal emphasis at odds with the established Arts and Crafts style of architecture within the area.

Greater emphasis should be given to the main entrance so that it is clearer where you are supposed to enter the building. The entrance could be celebrated more architecturally rather than just signage at a low level which will be obscured by the ground levels. There are also concerns with the visibility of the condenser units on the roof. Could these be hidden within the roof structure?

The proposed science block, as presented, harms the character and appearance of the conservation area as well as the setting of the locally listed buildings. The revisions address a few of the concerns raised, however the proposal continues to dominate the streetscene. The proposal would result in less than substantial harm and the harm must be balanced against the public benefit of this development.

Flood Water Management Officer

The new school building is located on the site of an existing car park within the school grounds to the north of Vincent House. The utility survey identified existing private surface water sewers within the car park that flow in a westerly direction to the south of the existing school hall. It is believed that this network discharges eventually into the Ordinary Watercourse, however this has not been confirmed. As with the Vincent House car park, the connectivity of the private surface water drainage network to the ordinary watercourse needs to be established before the Drainage Strategy can be approved. This is to ensure that the existing private drainage network has sufficient capacity and is of acceptable condition to retain a connection from the proposed development.

We welcome that the Drainage Strategy has considered the disposal of surface water from the site in line with the drainage hierarchy. The proposals include the use of permeable paving for the pedestrian areas, rainwater harvesting from the roof of the new school building, three rain gardens within the landscaping and a geo cellular attenuation tank along the southern site boundary. This attenuation tank is connected to the private surface water drainage network and the applicant has restricted runoff from the new school building site to the greenfield 1 in 100 year runoff rate of 1.5l/s.

It is recommended that a condition be placed on the permission to address the remaining elements of the proposed drainage strategy.

Contaminated Land Officer

I have looked through various planning information and historic mapping concerning the site and I note the college has been at the location since the early 1900's. Prior to that the land was relatively undeveloped, other than early use as an orchard on part of the land, and there is no further evidence of previous contaminative activities at the site. Therefore, in terms of land contamination I have no objections and therefore no comments to make regarding the application.

Sustainability Officer

The proposals do not show the development can achieve a 35% reduction in CO2 in accordance with the London Plan. However, the use of PVs gets the target up to 31.60 with an acceptance that further design work can reduce the emissions further. It seems entirely reasonable to accept the target could be met onsite and therefore the standard 'prior to above ground works' CO2 (35%) reduction condition is recommended.

Access Officer

This proposal for a new permanent science block addresses the accessibility concerns raised in the previous application. The building will now be a stand-alone science block, with no 6th form accommodation proposed within this new building. Access for all will be via the main entrance, lift access to the upper floors, and an accessible toilet and refuge area on all floors above ground.

Conclusion: acceptable, however the following informative should be attached to any grant of planning permission. Recommended Informatives 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+A1:2010, 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 d cor 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.

Trees and Landscaping Officer

This site is occupied by a private girls day school located on the west side of Maxwell Road. The school is set within an established landscape, which includes specimen trees and some mature hedgerow boundaries. The tree belt along the Maxwell Road boundary (north end) is protected by TPO 491. All other trees are protected by virtue of their location within Northwood Town Centre Conservation Area.

COMMENT This site has been the subject of pre-application advice, including detailed discussions about the front boundary treatment with the design team's landscape consultant, LUC. A tree report

by ADAS, dated July 2018, has been submitted. A landscape supporting statement analyses and sets out design objectives for the Maxwell Road frontage, from Vincent House northwards to the Old School building. The landscape design objectives seek to secure a comprehensive and more cohesive treatment of the boundaries, retaining trees and hedges of merit and re-inforcing the boundaries with improved planting, fencing and hedge management. In front of the new science building consideration has been given to creating safe, accessible and attractive routes for both vehicles and pedestrians, while overcoming the unavoidable change of levels. Indicative planting plans and schedules have been proposed, including a green roof. A hard surfacing plan proposes to keep some existing hard-standing, while proposing macadam outside Vincent House, the New science Building and the Catering building. A more bespoke finish would provide further enhancement to the more noteworthy buildings.

RECOMMENDATION No objection subject to pre-commencement conditions COM8, COM9 (parts 1,2,3,4,5 and 6) and COM10.

Ecology Officer

My original comments on the Northwood College application (2082/APP/2017/4403) stated there was no need to carry out bat surveys for the purpose of planning as there was not a reasonable likelihood of their presence on site.

The consultant (RSK) has carried out the survey (reference 857373) and found no presence of bats on the site. I have no objections in relation to bats.

The ecological enhancement condition that was put on the last approval should be carried across to this one.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 94 of the NPPF (2019) reiterates the objectives set out in the Policy Statement on Planning for Schools Development. It emphasises there should be sufficient choice of school places is available to meet the needs of existing and new communities and it requires LPAs to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Policy 3.18 of the London Plan (2016) supports proposals for new schools, including free schools. It notes proposal for new schools shall only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

Policy S3 of the draft London Plan (2020) seeks to ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

Policy 3.18 of the London Plan (2016) also encourages the co-location of services between schools and other provision in order to maximise land use, reduce costs and develop the extended schools offer.

Policy CI1 of the Local Plan: Part One (2012) seeks to ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by supporting extensions to existing schools and the development of new schools and youth facilities.

Policy DMCI 1A of the Local Plan Part 2 states that proposals for school expansions will be assessed against the following criteria (only highlighting relevant policy requirements):

- a) The size of the site, its location and suitability to accommodate a school expansion taking account of compatibility with surrounding uses, and existing policy designations.
- b) The impact on green open space, games pitches, outdoor play and amenity space, taking account of the amenity of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.
- c) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

There is an identified need for twelve additional forms of entry for secondary places, nine of which are needed in the north of the borough. Whilst the application proposes no increase in pupil numbers or staff as a direct result of this proposal, the Council acknowledges that independent education providers, such as Northwood College, play an important role in education delivery and that the proposal would enhance existing facilities, enabling the school to remain competitive within its market. It is noted that the proposals will not increase pupil or staffing numbers at the school but will provide a new science block with associated facilities to enable the school to deliver the curriculum in a building that is fit for purpose and well designed to meet the needs of the science curriculum. The proposal accords with National, London Plan and Local Plan policies and is considered acceptable in principle.

The application also seeks permission to resurface a former play space to provide replacement car parking. As noted within the Planning History section of this report, under planning application ref: 2082/APP/2017/4403 (04-04-18) planning permission was granted for the extension to the outdoor playspace to incorporate an additional of 1,026 sq.m of grassed outdoor playspace following the demolition of redundant outbuildings and an under utilised canopy structure. The applicant has confirmed the application has been implemented. The area in front of Vincent House to re-provide replacement car parking that was previously used for play is no longer used for that purpose since the newly created area has been implemented between Manor Lodge, Vincent House and Bryden Brown. As such, resurfacing of the former playground in front of Vincent House would not result in the loss of playing fields.

7.02 Density of the proposed development

Not applicable to this application.

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

The site does not lie within an Archaeological Priority Zone however, the application site falls within the Green Lane Conservation Area. Furthermore, several school buildings fronting Maxwell Road are locally listed. Notwithstanding the policy support for education related development, the proposals would provide a substantial building within the Green Lane Conservation Area. In this case, the primary issue relates to whether this proposal preserves or enhances the character and appearance of the Green Lane Conservation Area and the setting of the locally listed buildings fronting Maxwell Road.

In considering development affecting a conservation area, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires that local authorities shall pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area. The duties imposed by section 72 of the Act are in addition to the duty imposed by section 3(6) of the Planning and Compulsory Purchase Act 2004, to determine the application in accordance with the development plan unless material considerations indicate otherwise.

The NPPF requires its own exercise to be undertaken as set out in its chapter 16. Conserving and enhancing the historic environment. Paragraphs 184-202 require consideration of the impact of a proposed development on the significance of a designated heritage asset and assessment of the identification of any harm. In particular, where there is harm identified. Paragraph 196 states that "Where a proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use".

Policy 7.8 of the London Plan (2016) requires new developments to identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. It notes, development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy D1 of the draft London Plan (2019) requires developments to respect, enhance and utilise the heritage assets and architectural features that make up the local character

Policy HE1 of the Local Plan: Part One (November 2012) seeks to conserve and enhance the distinct and varied environment of the West Drayton Green Conservation Area.

Policy DMHB 4 of the Local Plan: Part Two (2020) requires new development within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

The proposal provides seeks to infill a large gap within the existing car park fronting Maxwell Road by providing a 3-storey building in a prominent location between two locally listed buildings, the west wing of the Old School Building and Wray Lodge which front onto Maxwell Road. The surrounding area is characterised by mature landscaping which provides a visual separation between the road and the buildings. The existing buildings at Northwood College vary in height and are generally between two and two and a half storeys. There is a significant change in levels north south on Maxwell Road and the school. There is also a change in levels between the street level entrance and the entrance into the proposed building such that the entrance to the school would be approximately 1.8m lower than the entrance gates at street level.

The proposed 3-storey building would become a main entrance to the school, it is proposed to be 12m in height. The WC block would be located at ground floor level of the science block which would infill the gap, however the infill is proposed to be set back from the main elevation by 5m creating a greater visual separation between the new science block and the neighbouring building compared to the previously refused application. The proposal will be finished in red brick to match the neighbouring building with the window surrounds in a detailed metal cladding.

The Conservation Officer has reviewed the application and identified that the proposal would result in less than substantial harm to the character and appearance to the Green Lane Conservation Area and the setting of the locally listed buildings on either side due to its size, scale and prominence in views. The proposed building is at odds with the wider Conservation Area which comprises smaller buildings and which have spacious and verdant settings.

Paragraph 193 of the NPPF (2019) states that when considering the impact of a proposed development on the significance of a designated heritage asset, such as a Conservation Area, great weight should be given to the asset's conservation. The more important the

asset, the greater the weight should be. In this respect, the harm identified, it would be 'less than substantial' and in line with NPPF (2019) paragraph 196 the identified harm, must be weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use.

Historic England Guidance notes that public benefits can cover a wide range of considerations and may go beyond straightforward heritage issues. The Government's Planning Practice Guidance (PPG) states that public benefits can be anything that arises from a development that delivers economic, social or environmental progress, as defined by paragraph 7 of the NPPF (2019).

The harm identified is less than substantial harm to the significance to this part of the Conservation Area and the setting of the locally listed buildings. Consequently, the test set out in paragraph 196 of the NPPF is appropriate to the decision making process. The harm identified relates to the loss of a substantial gap and the scale of the proposal in the context of the neighbouring locally listed buildings.

The applicant has provided supporting Planning and Heritage Statements in support of the application which states that in developing the proposal, the whole school site including the existing buildings were reviewed. The proposed building has been designed to accommodate the minimum amount of accommodation required to deliver the Science curriculum for the School. The laboratories cannot be reduced further as this will compromise the ability of the development to meet the recommended size standards of school laboratories.

The development has made the following design alterations compared to the previously refused scheme under ref: 2082/APP/2018/3819 (20-06-19) namely:

- The height of the new science block has been reduced from 4-storeys to 3-storeys;
- The internal floorspace has reduced by 28%;
- The glazed link at first floor level no longer forms part of the proposal and as such, the proposal no longer impacts the fabric of the neighbouring locally listed building and there would be an appreciation of a gap between the buildings;
- The proposed design has been altered to create articulation on the front facade and the articulated mass sits above the entrance into the school so it celebrates the entrance into the building;
- The decorative window surrounds soften the appearance of the building compared to the previously proposed stone and picks up references from the neighbouring locally listed buildings;
- Additional visual interest has been added above the entrance of the new building where an angled wall with mesh metal detailing is proposed;
- The proposal includes step free access to all floors which previously was not accessible; and
- The proposal includes improvements to the ad hoc nature of hard and soft landscaping across the entirety of the school's frontage onto Maxwell Road.

The public benefits that this proposal will provide include the following:

- the proposal provides a new science block to replace the temporary block within the playground;
- the proposed block is confined to the existing built up area of the school and it does not result in the loss of open space or playing fields;

- the proposed exhibition area would facilitate extra curricular activities and wider community engagement details of which would be secured through a community use agreement clause within the Section 106 legal agreement;
- a comprehensive landscaping master plan has been drawn up to improve the landscape setting of the site and therefore the site's contribution as a whole to the Conservation Area;
- the proposal would contribute towards the high quality learning environment in the borough; and
- the tennis courts and playing field would be reinstated following the removal of the temporary science block.

The proposal has been designed to reduce its impact on the Green Lane Conservation Area and respond to the characteristics of the area. The proposal has overcome the most significant areas of objection to the previous application through revisions to the height of the building and the removal of the glazed link at first floor level so there is an appreciation of the gaps between buildings.

In assessing this proposal, considerable weight to the desirability of preserving the setting of the Green Lane Conservation Area and setting of the locally listed buildings. However, the adverse impacts identified in this case are limited and localised in nature and they are not outweighed by the benefits of delivering a new and permanent purpose built building that would deliver the School's science curriculum, when assessed against the policies of in the Framework taken as a whole. The proposal is therefore considered to be consistent with the NPPF, Policy D1 and D2 of the Draft London Plan (2019), Policy HE1 of the Local Plan: Part One (2012) and Policy DMHB 4 of the Local Plan: Part Two (2020).

7.04 Airport safeguarding

Not applicable to this application. There is no requirement to consult the aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

The site is not located within or close to the Green Belt, so there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to make be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1 of the London Plan (2019) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management

Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

The proposal seeks to provide a 3-storey building to accommodate a new science block within the existing car park. Car parking would be reconfigured across the wider site. The proposal include a comprehensive landscaping scheme across the frontage of Northwood College. In terms of design, the treatment of the front elevation has changed to draw upon the features on the neighbouring buildings. The new building would include:

- 9 No Senior Labs and 1 No Junior Lab;
- A new public entrance to the school;
- Offices for staff;
- A ground floor level link to the existing hall (to the rear of the new building); and
- A new exhibition/atrium space off the entrance.

The application follows extensive pre-application discussion with officer to overcome the key objections raised to the previous application. Whilst the footprint of the building remains large this is necessary to accommodate to meet the minimum lab sizes to allow the school to deliver the science curriculum. The schools operational needs far outweigh concerns related to the scale of the proposal. The detailed design has been revised to reference the characteristic of the area. The horizontal emphasis has been softened through detailing around windows and above the entrance reflects the craftsmanship that typifies the arts and crafts style typical of the wider area. The proposal overcomes the most significant objections to the proposal which related to its height and scale. Notwithstanding the Conservation Officer's comments related to the scale of the building, in terms of design, this proposal is considered to be of a high quality that references characteristics of the area and is considered to comply with relevant policies within the Local Plan, London Plan and NPPF.

7.08 Impact on neighbours

Policy DMHB 11 (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposed building is situated approximately 39m away from the nearest residential building to the east. As such the proposal would not result in overshadowing or the loss of privacy.

With regards to increased noise, the proposal would not result in the increase in the number of pupils attending the school, rather it seeks to replace an existing temporary structure with a permanent building. The proposal would not have an adverse impact 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

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) sets maximum car parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking.

The proposal involves the net loss of 7 car parking spaces. The highways officer has commented on the application noting that any loss of parking space is regrettable as staff, in particular, may be displaced to other nearby locations such as the Green Lane car park as referred to within the submitted statement which is a pay and display car park.

As such, reliance on what is in effect a third party parking provision outside of the college's site envelope and control is discouraged. This is due to the fact that spaces cannot be guaranteed in perpetuity and conversely, long stay teaching staff may impact detrimentally on the general parking availability for the rest of the general public thereby potentially impacting on the viability and vitality of the local town centre. The applicant's encouragement for the use of the car park is therefore considered not relevant to the proposal. However it is accepted that there will be a strong reliance on the successful promotion of alternative sustainable means of travel to and from. The applicant notes there is an established and updated school travel plan (inclusive of appropriate 'modal-change' targets). An updated school travel plan would be secured via condition in order to help mitigate against any undue displacement impacts resulting for the net loss of on-plot car parking.

The highways officer considers there are a number of factors that potentially mitigate against the negative consequences of any parking displacement that may be expected as a result of the proposal. Untoward parking displacement is unlikely to affect the surrounding road network given the several CPZ's covering the area (with forthcoming extensions) which strongly discourage long-term commuter/school related on-street parking.

A Car Parking Management Strategy (CPMS) would also be applied in order to ensure an unhindered, properly managed and functional operation for all parking users within the site envelope. This again is to be secured via planning condition. For the above reasons, there are no significant concerns with regard to the overall net loss of on-plot car parking.

It is noted that there have been some representations from the public with regard to introducing speed restrictions with the addition of pedestrian crossings in the vicinity of the school. The highways officer considers that in terms of determining this particular application, it is not considered appropriate to impose financial burden on the school by requesting contribution toward any identified improvements to the public realm given the school is not proposing to expand in scale or generally intensify its day to day usage.

A full and detailed Construction Logistics Plan would be a requirement given the constraints and sensitivities of the local road network in order to minimise/avoid potential detriment to the public realm. A suitably worded planning condition has been attached to mitigate against the construction impact on the local highway network and the amenities of the local area. The proposal is considered to comply with the provisions set out within Policy DMT 2 and DMT 6 of the Local Plan: Part Two (2020).

7.11 Urban design, access and security

Design has been addressed in paragraph 7.07 of this report.

Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. The design and access statement provides details of how the site would be secured. It would largely follow the existing security measures already in place. A secured by design condition has been recommended within the draft decision. The proposal accords with Policy 7.13 of the London Plan.

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.

Policy D3 of the draft London Plan (2019) requires developments to deliver an inclusive environment that meets the needs of all Londoners.

The Access Officer has commented on this application noting the proposal provides step free access to each floor and the entrance has been designed incorporates the principles of inclusive design. The proposed development overcomes the Access Officer's objections to the previous application and is considered to comply with Policies 7.2 of the London Plan (2016) and Policy D3 of the London Plan (2019).

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy DMHB 14 of the Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The Trees and Landscaping Officer has reviewed the proposal and commented on the application noting The proposal would not result in the loss of trees and the site has been subject to detailed discussions relating to front boundary treatment. The landscape design objectives seek to secure a comprehensive and more cohesive treatment of the boundaries, retaining trees and hedges of merit and re-enforcing the boundaries with improved planting, fencing and hedge management.

To the front of the new science building, consideration has been given to creating safe,

accessible and attractive routes for both vehicles and pedestrians, while overcoming the unavoidable change of levels. Indicative planting plans and schedules have been proposed, including a green roof.

A hard surfacing plan proposes to keep some existing hard-standing, while proposing macadam outside Vincent House, the New science Building and the Catering building. The trees and landscaping officer considers a more bespoke finish would provide further enhancement to the more noteworthy buildings would be welcomed. It is recommended that the details of hard surfacing are secured by way of a condition. Overall the proposal complies with Policy DMHB 14 of the of the Local Plan: Part Two (2020).

ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020) requires the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site.

The ecology officer commented on this application noting there was not a reasonable likelihood of their presence on site. The consultant (RSK) has carried out the survey (reference 857373) and found no presence of bats on the site. Subject to a condition that requires an ecological protection and enhancement scheme to be submitted before any above ground works take place, the proposal is considered to comply with Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020).

7.15 Sustainable waste management

Policy 5.17 of the London Plan (March 2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The waste and recycling arrangements are considered acceptable. The proposed development makes provisions for waste and recycling and is not considered contrary to Policy 5.17 of the London Plan (March 2016). Waste storage which would operate as existing.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

The development as submitted does not comply with planning policy 5.2 of the London Plan (2016) however the sustainability officer considers the proposal has scope to provide further energy saving measures. Should the application be considered acceptable, an appropriately worded condition should be secured requiring further details of sustainability and energy efficiency measures the school will implement.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) 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.

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build

developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The site does not fall within a flood zone or critical drainage area and no specific drainage issues have been identified. However, 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 a pre-commencement condition.

7.18 Noise or Air Quality Issues

Air Quality

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Sustainability Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to Air Quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The air quality officer noted there would be no increase in staff or pupil numbers or vehicle movements and car parking provision to the site as a result of this application and no increase in parking is proposed. Accordingly, the development would not have a significant impact on local air quality. Conditions have been attached to mitigate against the impact of the development.

Noise

No objections were raised by the EPU team. The Control of Pollution Act 1974 gives the Environmental Health special powers to control noise on construction and demolition sites.

7.19 Comments on Public Consultations

The objections and comments have been addressed within the main body of the report.

7.20 Planning obligations

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

- i. necessary to make the development acceptable in planning terms

- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

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

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Relevant Officers have reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.
2. Community Use Agreement: Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the school's facilities (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.
3. Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered.
4. Project Management & Monitoring Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.

A Community Infrastructure Levy contribution would not be required for this development which seeks to provide an educational use.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Contaminated Land

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

The Contaminated Land Officer has commented on this application noting various planning information and historic mapping concerning the site has been reviewed. The college has been at the location since the early 1900's. Prior to this, the site was relatively undeveloped, other than for an early use as an orchard on part of the land. There is no further evidence of previous activities at the site that would have resulted in contamination. Therefore, in terms of land contamination, the application site is unlikely to be contaminated and therefore no condition is necessary.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposal to provide a new and permanent science block to replace the existing temporary building within the playing field is supported by National, London Plan and Local Plan policies. Whilst the proposal has been identified to result in less than substantial harm to the Conservation Area and setting of the locally listed buildings fronting Maxwell Road, it is acknowledged that this is the minimum footprint required to deliver the science curriculum and meet the operational needs of the school. Furthermore, the applicant has engaged in pre-application discussions relating to this application and had made alterations to the height and design of the proposed building to overcome previous design concern.

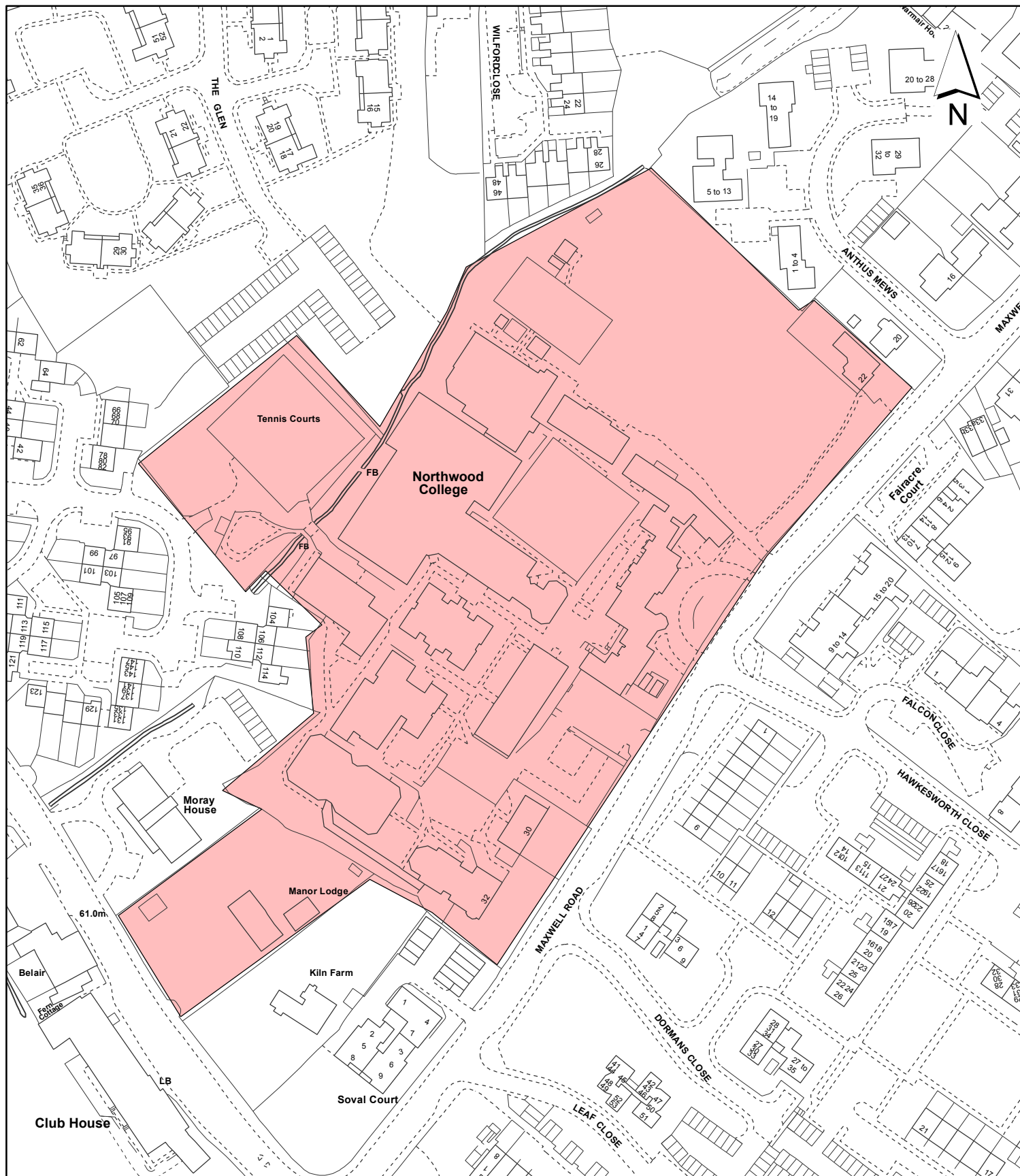
The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring residential properties and there would be no increase in traffic associated with the development. The benefits of the proposal outweigh the identified harm to the Conservation Area and setting of locally listed buildings for the reasons outlined in this report, the proposal is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 Site Allocations and Designations
Hillingdon Local Plan: Part 2 Development Management Policies
Hillingdon Local Plan: Policies Map
London Plan (March 2016)
National Planning Policy Framework
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
Council's Supplementary Planning Document - Planning Obligations

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Notes:

 Site boundary

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Site Address: **Northwood Collage
Educational Foundation
Maxwell Road
Northwood**

Planning Application Ref:
2082/APP/2019/4091

Planning Committee:
Major

Scale:
1:1,700

Date:
March 2020

**LONDON BOROUGH
OF HILLINGDON**
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