

Item No.	Report of the Head of Planning, Transportation and Regeneration
Address	MEADOW HIGH SCHOOL ROYAL LANE HILLINGDON
Development:	Demolition of existing buildings and replacement with a new two storey building, sports hall, multi use games court, hard play areas, substation and revised vehicular access, pupil drop off and parking
LBH Ref Nos:	3348/APP/2020/1589
Drawing Nos:	<p>4479/013/001A Transport Statement (Dated May 2020)</p> <p>4479/013/002 School Travel Plan (Dated May 2020)</p> <p>X192068 Rev. P01 Flood Risk Assessment (Dated April 2020)</p> <p>X192068 Rev. P01 Drainage Strategy and Water Quality Management Report (Dated April 2020)</p> <p>CPW-200215-XX-XX-RP-MEP-0007 Rev. P1 Energy & Sustainability Statement for Planning</p> <p>MHS-GIL-02-GF-DR-L-0200 Rev. 04</p> <p>P5540_1202 Rev. B</p> <p>P5540_1150 Rev. A</p> <p>P5540_1200 Rev. B</p> <p>P5540_1201 Rev. B</p> <p>P5540_1203 Rev. A</p> <p>MHS-GIL-04-XX-DR-L-0102 Rev. 09</p> <p>4479/013/003 Delivery and Servicing Plan (Dated May 2020)</p> <p>4479/013/004 Car Park Management Plan (Dated May 2020)</p> <p>Logistics Plan Phasing Document</p> <p>Construction Management Plan Rev. A</p> <p>Construction Phase Health and Safety Risk Assessment Issue No 1</p> <p>J-M3932.12_R03 Intrusive Geo-Environmental and Geotechnical Site Investigation (Dated February 2017)</p> <p>EP1128 Planning Statement (Dated May 2020)</p> <p>3695r1 Air Quality Assessment (Dated 27th May 2020)</p> <p>Daylight and Sunlight Assessment Rev. 1 (Dated May 2020)</p> <p>Cover Letter (Dated 19th May 2020)</p> <p>P5540_1100 Site Location Plan</p> <p>P5540_1102 Rev. A</p> <p>P5540_1700 Rev. B</p> <p>8270/DO Environmental Noise Assessment (Dated March 2020)</p> <p>Design & Access Statement Rev. B (Dated July 2020)</p> <p>MHS-GIL-04-XX-DR-L-0104 Rev. 07</p> <p>MHS-GIL-04-XX-DR-L-0105 Rev. 04</p> <p>MHS-GIL-04-XX-DR-L-0107 Rev. 04</p> <p>MHS-GIL-04-XX-DR-L-0108 Rev. 02</p> <p>S20041766 Issue No. 01 Fire Safety Statement (Dated 17th June 2020)</p> <p>Arboricultural Method Statement Rev. A (Dated 19th June 2020)</p> <p>PC AIA 01 Rev. A</p> <p>PC TPP 01 Rev. A</p> <p>MHS-GIL-02-GF-DR-L-0106 Rev. 02</p> <p>P5540_1300 Rev. A</p> <p>P5540_1350 Rev. B</p> <p>P5540_1351 Rev. B</p>

Date Plans Recieved: 22/05/2020
Date Application Valid: 27/05/2020

Date(s) of Amendment(s): 27/05/2020
22/05/2020

1. **SUMMARY**

This application seeks permission to:

- Demolish the existing temporary buildings located to the south of the site and replace them with a two storey building comprising classrooms, a school hall, dining room, kitchen and other associated facilities.
- Demolish the EFAA block sited within the centre of the site and build a sports hall extension.
- Create a multi-use games area (MUGA) where the EFAA block currently exists.
- Create two secure hard play areas to the south and east of the new two storey building.
- Redesign the school frontage to create a new access (operating a one-way system from south to north), formalise the parking arrangement and create a pupil drop-off area.

The proposed development is considered acceptable in principle and with regard to its impact on the green belt, design, street scene, neighbour amenity, access, security, highways, landscaping, ecology, refuse, energy, flooding, noise and contaminated land.

Subject to planning conditions and a Section 106 agreement, the application is recommended for approval.

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:

i) Travel Plan: Prior to occupation of the development, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. The trigger points for review shall be agreed in writing by the Council. The Travel Plan shall include regular review of cycle parking provision and a commitment to the installation of additional spaces should demand dictate.

ii) 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. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

iii) **Project Management & Monitoring Fee:** A financial contribution equal to 5% of the total cash contributions.

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

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to secure the necessary planning obligations relating to travel planning, community use, employment strategy, construction training, and project management and monitoring. The scheme therefore conflicts with Policies DMCI 7, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); Policies EM1, EM5 and EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012); Policies 3.13, 6.3, 6.12, 7.1, 7.14 and 8.2 of the London Plan (March 2016); the adopted Planning Obligations Supplementary Planning Document (July 2014); and the National Planning Policy Framework (February 2019).'

E) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

P5540_1100;
P5540_1102 Rev. A;
PC TPP 01 Rev. A;
P5540_1202 Rev. B;
P5540_1150 Rev. A;
P5540_1200 Rev. B;
P5540_1201 Rev. B;
P5540_1203 Rev. A;
P5540_1300 Rev. A;

P5540_1350 Rev. B;
P5540_1351 Rev. B;
MHS-GIL-04-XX-DR-L-0102 Rev. 09;
MHS-GIL-04-XX-DR-L-0104 Rev. 07;
MHS-GIL-04-XX-DR-L-0105 Rev. 04;
MHS-GIL-02-GF-DR-L-0106 Rev. 02;
MHS-GIL-04-XX-DR-L-0107 Rev. 04;
MHS-GIL-04-XX-DR-L-0108 Rev. 02;
MHS-GIL-02-GF-DR-L-0200 Rev. 04;

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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in complete accordance with the specified supporting documents:

8270/DO Environmental Noise Assessment (Dated March 2020);
Design & Access Statement Rev. A (Dated June 2020);
4479/013/003 Delivery and Servicing Plan (Dated May 2020);
4479/013/004 Car Park Management Plan (Dated May 2020);
J-M3932.12_R03 Intrusive Geo-Environmental and Geotechnical Site Investigation (Dated February 2017);
3695r1 Air Quality Assessment (Dated 27th May 2020);
Daylight and Sunlight Assessment Rev. 1 (Dated May 2020);
Arboricultural Method Statement Rev. A (Dated 19th June 2020)
4479/013/001A Transport Statement (Dated May 2020);
4479/013/002 School Travel Plan (Dated May 2020);
X192068 Rev. P01 Flood Risk Assessment (Dated April 2020); ???
X192068 Rev. P01 Drainage Strategy and Water Quality Management Report (Dated April 2020);
CPW-200215-XX-XX-RP-MEP-0007 Rev. P1 Energy & Sustainability Statement for Planning;

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan Part 2 (2020)

4 NONSC Pupil Numbers

The development hereby approved shall not increase the number of pupils beyond the existing 280 pupils.

REASON

To prevent the generation of additional traffic that could give rise to problems of safety and congestion on the surrounding roads, in compliance with Policy DMT1, DMT 2 and DMT6 of the adopted Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

5 COM7 Materials - Two Storey New Build (Phase 2)

Prior to the commencement of above ground construction works (excluding demolition and site clearance), details and samples of all materials and external surfaces to be used in the two storey new build (Phase 2) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6 NONSC Detailed Design - Two Storey New Build (Phase 2)

Prior to the commencement of above ground construction works (excluding demolition and site clearance), detailed drawings of the following shall be submitted to and approved in writing by the Local Planning Authority:-

- (i) Windows and window sills;
- (ii) Doors;
- (iii) Signage; and
- (iv) Rooftop weatherings.

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

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7 NONSC Materials - Sports Hall Extension (Phase 5)

Prior to the commencement of above ground construction works(excluding demolition and site clearance), details and samples of all materials and external surfaces to be used in the sports hall extension (Phase 5) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

8 NONSC Materials - MUGA (Phase 5)

Prior to the commencement of above ground construction works(excluding demolition and site clearance), details of all materials, external surfaces and boundary treatments to be used in the MUGA (Phase 5) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

9 NONSC Substation Details

Prior to the commencement of above ground construction works (excluding demolition and site clearance), details of all materials, external surfaces and screening to the proposed substation shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

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

Prior to the commencement of above ground construction works, 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 to demonstrate:

- 23 no. secure and covered cycle stands with capacity for 46 bicycles

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts to demonstrate:

- 52 no. standard car parking spaces including 5 parking spaces are served by active electric vehicle charging points and 5 parking spaces are served by passive electric vehicle charging infrastructure

- 6 no. accessible car parking spaces (measuring 3.6 metres x 6 metres including 1.2 metres transfer zones to the side and rear of each space)

- 3 no. minibus spaces

- 3 no. motorcycle spaces

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Living Walls and/or Roofs

3.a Details of the inclusion of living walls and/or roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within

the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

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 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policies 5.11 and 5.17 of the London Plan (March 2016).

11 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 Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

12 NONSC Rooftop Plant Details

Prior to the commencement of above ground construction works (excluding demolition and site clearance), details of all materials, external surfaces and screening to the proposed rooftop plants shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

13 NONSC Mechanical Ventilation

Prior to the commencement of above ground construction works, a scheme detailing the mechanical ventilation to be installed at the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out before the use/operation commences and be thereafter maintained in perpetuity.

REASON

To safeguard the amenity of future users of the development and neighbouring residents in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 2 - Strategic Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

14 NONSC Community Use Agreement

Prior to occupation of the development a Community Use Agreement, prepared in consultation with Sport England, shall be submitted to and approved in writing by the Local planning Authority, and a copy of the completed approved agreement shall be provided to the Local Planning Authority. The agreement shall apply to the Sports Hall and ancillary facilities hereby permitted and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

REASON

To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy 3.19 of the London Plan (March 2016).

15 NONSC Construction Management Plan

Prior to commencement of development, a full and detailed Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works.
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours, the start time should not be before 08.00 hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and to ensure the development reduces and manages its air quality impacts in an Air Quality Management Area, in accordance with the National Planning Policy Framework (February 2019), Policy 7.14 of the London Plan (March 2016), Policy EM8 of

the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2018) and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

16 NONSC Construction Logistics Plan

Prior to commencement of development, a full and detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority.

This should be in accordance with Transport for London's Construction Logistic Planning Guidance and detail the management of construction traffic, including vehicle types, frequency of visits, expected daily time frames, use of an onsite banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

The construction works shall be carried out in strict accordance with the approved plan.

REASON

To ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and minimizes emissions, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.14 of the London Plan (March 2016).

17 NONSC Non-Road Mobile Machinery

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

REASON

To ensure compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

18 NONSC Energy Strategy Details

Prior to the commencement of above ground construction works (excluding demolition and site clearance), full details of the low and zero carbon technology required to meet the CO2 reductions identified in the Energy Strategy (CPW-200215-XX-XX-RP-MEP-0007 Rev. P1 Energy & Sustainability Statement for Planning) shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas).

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

REASON

To ensure the development contributes to a reduction in CO2 in accordance with Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.2 of the London Plan (March 2016).

19 COM30 Contaminated Land

(i) The development shall not commence until a scheme to deal with contamination has

been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

20 COM31 Secured by Design

The building(s) 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 excising 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 ensure the development provides a safe and secure

environment in accordance with Hillingdon Local Plan Part 2 policy DMHB 15 and London Plan (2016) Policies 7.1 and 7.3.

21 NONSC Ecological Enhancement

Prior to commencement of development (excluding demolition and site clearance), a scheme to protect and enhance the nature conservation interest of the site shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.19 of the London Plan (March 2016) and Chapter 15 of the National Planning Policy Framework (February 2019).

22 NONSC Bat Survey

Prior to the commencement of the development, 3 dusk emergence / dawn re-entry surveys should be undertaken during May - August inclusive (possibly September if the weather remains warm) to determine with confidence whether bats are roosting within the building labelled 'EFAA' on drawing reference 'P5540_1102 Rev. A' and, should this be the case, a mitigation strategy shall be submitted in writing to the Local Planning Authority for approval. Thereafter the development shall be carried out in accordance with these approved details.

REASON

To ensure that demolition process does not prejudice or compromise the ecological and conservation values found within the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

23 NONSC Floodlighting

No floodlighting or other form of external lighting is shown on the submitted plans and therefore no external lighting is permitted to be installed. The applicants are required to apply for planning permission for any external and flood lighting at the site.

REASON

To safeguard the amenity of surrounding properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy EM8 of the Hillingdon Local Plan: Part 2 - Strategic Policies (November 2012).

24 NONSC Restriction on Cycle Track

The cycle track hereby permitted shall not be used for motorised bikes.

REASON

To safeguard the amenity of surrounding properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 2 - Strategic Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

25 NONSC Fire Strategy

No development shall proceed beyond the steel/timber/concrete superstructure (including roof structure) of any building proposed until a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate

the building has been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy 7.2 of the London Plan (March 2016) and Policy D12 of the London Plan - Intend to Publish Version (December 2019).

26 NONSC Non Standard Condition

Prior to commencement,(excluding demolition and site clearance) the details of a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it, manages water in the most sustainable ways and updates the AKS strategy to maximise opportunities and will set out how the site will:

Achieve the established QBar run off rate from the site of 2l/ha/s

Further justification must be provided that the final proposals are integrated with provision of landscaping, air quality and urban greening requirements to justify the most sustainable final solution is provided, and has explored the options contained in the GLA Guidance for SuDs in schools https://www.london.gov.uk/sites/default/files/reimagining_rainwater_in_schools_v1_.pdf

Living walls and roofs incorporated in the design.

Any proposal should use of methods to minimise the use of potable water incorporating water saving measures and equipment.

calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield runoff rates at a variety of return periods including 1 in 1, 1in 30, 1 in 100, and including 1 in 100 year plus Climate change provide levels to be agreed any above ground storage and or overland flooding or flows paths should be mapped, (please include depths and velocities and hazards) and included in an action plan on how this will affect the school uses of this area. Safe access and egress must be demonstrated

Demonstration of all the proposed drainage arrangements being feasible and any connection via private land has suitable agreements and easements.

Relevant Policies

To ensure compliance with Hillingdon Local Plan: Part 1- Strategic Policies Policy EM6 Flood Risk Management in (Nov 2012), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 1 Living Walls and Roofs and on site vegetation (Jan 2020), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 9 Management of Flood Risk (Jan 2020), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 10 Water Management, Efficiency and Quality (Jan 2020), London Plan Policy 5.12 Flood Risk Management (March 2016), London Plan Policy 5.13 Sustainable Drainage (March 2016), and London Plan Policy 5.15 Water use (March 2016), National Planning Policy Framework (June 2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

INFORMATIVES

1 152 **Compulsory Informative (1)**

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

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) 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.

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
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 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.18	(2016) Education Facilities
LPP 3.19	(2016) Sports Facilities
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.16	(2016) Green Belt

LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

3 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

4

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

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate d cor to ensure that doors and door furniture can be easily located by people with reduced vision.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

e) 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.

5

All bat species in the UK are fully protected under the Wildlife and Countryside Act 1981

(as amended) through inclusion in Schedule 5. All bats are also listed on Annex IV (and some on Annex II) of the EC Habitats Directive giving further, European protection. Taken together the act and Conservation of Habitats and Species Regulations 2012 (as amended)* make it an offence to; intentionally or deliberately kill, injure or capture (take) bats;

- Deliberately disturb bats (whether in a roost or not);
- Damage, destroy or obstruct access to bat roosts;
- Possess or transport a bat or any part of a bat, unless acquired legally;
- Sell, barter or exchange bats, or parts of bats

The legislation although not strictly affording protection to foraging grounds does protect roost sites. Bat roosts are protected at all times of the year whether or not bats are present. Any disturbance of a roost due to development must be licenced.

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7

Application reference 3348/APP/2006/549 granted temporary 2-year planning permission for the retention of a single storey detached temporary building, located immediately to the north of the school's western wing. Application reference 3348/APP/2008/1544 also granted temporary 5-year planning permission for the erection of two portacabins as temporary classrooms within the northern section of the school site, adjoining the access off Benson Close/Peel Way. It is advised that all of these temporary buildings should now have been removed from the site or a formal planning application should be submitted for their retention if this is required.

3. CONSIDERATIONS

3.1 Site and Locality

Meadow High School is a Special Needs School located on the west side of Royal Lane. The site measures approximately 2.1 hectares in area and currently comprises of a cluster

of low-rise buildings, hard surface play areas and a sports field. The site is bounded by residential properties to the north, east and south, with properties located on Benson Close, Royal Lane and Clarkes Drive. The school has a substantial area of hard surfacing to the front of the site which currently facilitates car parking. Designated Green Belt land is located to the west of the sports field and the site has a low Public Transport Accessibility Level (PTAL) of 2.

3.2 Proposed Scheme

The application forms part of the priority school building programme 2 and seeks permission to:

- Demolish the existing temporary buildings located to the south of the site and replace them with a two storey building comprising classrooms, a school hall, dining room, kitchen and other associated facilities.
- Demolish the EFAA block sited within the centre of the site and build a sports hall extension.
- Create a multi-use games area (MUGA) where the EFAA block currently exists.
- Create two secure hard play areas to the south and east of the new two storey building.
- Redesign the school frontage to create a new access (operating a one-way system from south to north), formalise the parking arrangement and create a pupil drop-off area.

The proposal can be quantified as follows:

- Existing floorspace: 4,152 square metres GIA
- Floorspace to be demolished: 1,341 square metres GIA
- Floorspace proposed: 2,937 square metres GIA
- Total resultant school floorspace: 5,748 square metres GIA
- Net gain in floorspace: 1,596 square metres GIA
- Reduction in parking spaces from 85 informal spaces to 57 formal spaces (including 5 disabled spaces and 3 minibus spaces)
- No proposed change to staff or pupil numbers

3.3 Relevant Planning History

3348/APP/2000/753 Meadow School Royal Lane Hillingdon
ERECTION OF NEW SINGLE STOREY FITNESS CENTRE (INVOLVING DEMOLITION OF AN EXISTING GARAGE AND TWO HUTS)

Decision: 13-06-2000 ADH

3348/APP/2000/803 Meadow School Royal Lane Hillingdon
ERECTION OF A SINGLE STOREY CLASSROOM

Decision: 31-05-2000 ADH

3348/APP/2004/272 Meadow High School Royal Lane Hillingdon
CONSTRUCTION OF FRONT EXTENSION TO CREATE NEW ENTRY/LOBBY AREA

Decision: 22-03-2004 Approved

3348/APP/2005/3041 Meadow High School Royal Lane Hillingdon
ERECTION OF A SINGLE STOREY PRE-CAST CONCRETE BUILDING FOR USE AS FITNESS CENTRE

Decision: 28-12-2005 Approved

3348/APP/2006/549 Meadow High School Royal Lane Hillingdon
RETENTION OF SINGLE-STOREY DETACHED TEMPORARY BUILDING

Decision: 17-05-2006 Approved

3348/APP/2008/1544 Meadow High School Royal Lane Hillingdon
ERECTION OF TWO PORTACABINS AS TEMPORARY CLASSROOMS

Decision: 07-07-2008 Approved

3348/APP/2008/3517 Meadow High School Royal Lane Hillingdon
ERECTION OF SINGLE-STOREY EXTENSION TO MAIN SCHOOL BUILDING (BLOCK A) TO
PROVIDE NEW LIBRARY AND ENTRANCE LOBBY

Decision: 10-02-2009 Approved

3348/APP/2009/290 Meadow High School Royal Lane Hillingdon
Single storey detached portacabin to side for use as classrooms.

Decision: 14-05-2009 Approved

3348/APP/2010/1210 Meadow High School Royal Lane Hillingdon
Erection of temporary building for use as classrooms.

Decision: 15-10-2010 Approved

3348/APP/2012/2433 Meadow High School Royal Lane Hillingdon
Removal of existing modular units and the construction of a new two storey sixth form block with
associated hard & soft landscaping

Decision: 04-12-2012 Approved

3348/APP/2014/1204 Meadow High School Royal Lane Hillingdon
Erection of temporary single-storey classroom unit and associated works

Decision: 14-05-2014 Approved

3348/APP/2020/899 Meadow High School Royal Lane Hillingdon
Construction of two temporary single storey modular classroom units

Decision: 16-06-2020 Approved

Comment on Relevant Planning History

Application reference 3348/APP/2006/549 granted temporary 2-year planning permission for the retention of a single storey detached temporary building, located immediately to the north of the school's western wing. Based on the Council's GIS satellite images (dated 2019), this building has not been removed.

Application reference 3348/APP/2008/1544 granted temporary 5-year planning permission for the erection of two portacabins as temporary classrooms within the northern section of the school site, adjoining the access off Benson Close/Peel Way. Based on the Council's GIS satellite images (dated 2019), these buildings have not been removed.

Application reference 3348/APP/2010/1210 granted temporary 3-year planning permission for the erection of building for use as classrooms within the northern section of the school site.

Application reference 3348/APP/2012/2433 granted permission for the removal of existing modular units and the construction of a new two storey sixth form block within the northern section of the school site. This permitted the permanent retention of the modular unit granted as part of application reference 3348/APP/2010/1210.

4. Planning Policies and Standards

London Borough of Hillingdon Development Plan

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 2019.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary

of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

Local Plan 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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation

Part 2 Policies:

- DMCI 1 Retention of Existing Community Sport and Education Facilities
- DMCI 1A Development of New Education Floorspace
- 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 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 6 Development in Green Edge Locations
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- LPP 3.16 (2016) Protection and enhancement of social infrastructure
- LPP 3.18 (2016) Education Facilities
- LPP 3.19 (2016) Sports Facilities
- LPP 5.10 (2016) Urban Greening
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage

LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
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LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
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LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
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LPP 8.4	(2016) Monitoring and review
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st July 2020**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Five comments have been received from neighbouring residents and are summarised as follows:

- There is concern about what is planned for the entrance to the school from Peel Way.
- The use of the access at the end of Peel Way to enter and exit the building site with large lorries and vans will create significant noise, pollution and inconvenience for the residents of the estate.
- Wellbeing will be impacted as a result of the construction work.
- There is already too much traffic.
- There are a number of bats seen nightly around the tree belt between Benson Close and the proposed site and in the general area. A bat survey should be carried out.
- The development should not increase pupil numbers.
- The school has significantly increased air pollution and impacting residents health.
- Need to encourage people to use public transport or walk to school.

- The building would block evening sunlight.
- The plans do not include an area for staff and students to smoke out of sight.
- The entrance and exit to the school should be further than the zebra crossing to prevent kids and their relatives not crossing near the zebra crossing.

PLANNING OFFICER COMMENT:

All material planning considerations are addressed within the main body of the report, including the impact on the local highway network, ecology, air quality, travel planning, and daylight and sunlight.

It should be noted that 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. If recommended for approval, a construction management plan would also be secured by condition.

CLARKES HILLINGDON MANAGEMENT COMPANY LTD:

We are writing on behalf of the 122 residents of Clarkes Drive as Directors of the Management Company. The boundary of Clarkes Drive runs alongside the proposed area for development. The development will affect many residents in Clarkes Drive, a large proportion of which are shift workers or housebound, so mitigation will be an important part of the planning approval. We would like to see conditions relating to the following:

The boundary fence running alongside Clarkes Drive residential properties was replaced on 3 June 2020, which was just after the arboricultural survey was carried out on 30 May 2020 as part of the planning application. The trees and bushes shown in the planning application along part of the southern boundary were cut down when the boundary fence was replaced. This valuable screening for residents has been removed. The planning application still shows the mature tree and large shrubs there and no replacement planting is shown in the schedule. We request that the planting screen be reinstated as part of the planning condition. Aerial photos will show the level of screen that would have protected residents from activities on the sports fields. Now is completely exposed. Photos of before and after can be supplied if required. This is of particular concern now that the new sports track will have increased usage and a new circular gathering area has been created close to the boundary fence with Block 65-72. Residents were consulted before the planning application was submitted and we asked that this gathering circle be located away from residential properties and towards the north end of the track. It has not been relocated. We would ask that it is.

If the sports pitches are not for the sole use of the school pupils during normal school hours and term times and will be for community use, will there be any time restrictions to their use? It would impact on residents if these facilities were used after 6pm or weekends for example.

Any use of floodlights now or in the future will directly impact on the proximity of the bedrooms alongside the boundary. Will floodlit pitches be prohibited? Will a condition for the use of the cycle track be for non-motorised bicycles only?

The 2 story new builds elevation and proximity will compromise privacy into residents gardens, bedrooms, kitchens and bathrooms. Will windows be opened or is there another means of ventilation during hot weather? Will the 1st floor windows be opaque? The hard play space between the 2 storey new build and the boundary with Clarkes Drive runs adjacent to 36 properties, a number of which have windows and gardens directly facing this area and will be directly affected by noise i.e. loud swearing is already an issue even though not currently close to the boundary, and shouting etc.. This will severely impact on shift workers and the housebound. Will these areas be used for outdoor seating, outdoor lessons, or just break periods? Noise and smells from the kitchens and plant room will affect residents unless mitigated.

Finally, in view of the Covid 19 pandemic many schools are having to rethink the usage of

classrooms, outdoor hard surfaces and open spaces. Have any of these changes been considered in the planning application? Our concerns are how lessons are managed outside if close to the boundary and if there are outside activities on the new hard play space while residents are using their gardens?

PLANNING OFFICER COMMENT:

Following receipt of this public consultee comment, the applicant was notified that trees had been removed from the south western corner of the site. The applicant states these were taken out in order to facilitate the erection of a replacement boundary fence. As a consequence, revised landscaping plans were submitted to show that these trees have been removed and that replacement tree planting is proposed.

In terms of the proposed circular gathering area, this will be a small seating area used for the purposes of teaching a small number of pupils, with supervision by members of staff. This area of the site is already accessible for these purposes and it is not considered that there is any significant harm posed in terms of noise or disturbance to neighbouring residents. Additional planting is also proposed in this area in order to provide further screening from neighbouring properties.

Regarding the prospect of a Community Use Agreement, the exact scope of this is yet to be agreed but it is anticipated that only the sports hall and MUGA will be the subject of the agreement. Sport England have, however, encouraged that the sports field is included. The hours for community use will be carefully considered and the neighbours views on this are noted.

The proposals do not include any flood lighting of the existing playing field or the proposed MUGA.

In terms of the proposed cycle track, this is designed for use by pedal bikes and scooters. It is not for the purposes of a motorised vehicle. If recommended for approval, this would be secured by condition.

The impact of the proposed two storey building on neighbouring amenity is addressed within the main body of the report. It is noted that nos. 37 to 46 Clarkes Drive are the nearest residential properties to this proposed element. The separation distance between the proposed development and the neighbouring flank elevation is 14 metres at its nearest point. Notably, the flank elevation of the block containing nos. 40, 41, 45 and 46 Clarkes Drive features four small high-level windows that serve kitchen areas of the proposed flats and do not serve habitable rooms. The existing tree screening on this boundary is also to be retained. In view of this, it is not considered that the proposed development would have a significant impact on the privacy of neighbouring properties.

Regarding the proposed play area which is to adjoin this same boundary, it should be noted that this area of the site already accommodates a play area. In this sense, the proposed development would actually be reducing the size of the play area in this area of the site. The applicant has also addressed this point and notes that the use of the play space by pupils is always supervised by a high ratio of staff and with relatively low numbers of pupils at anyone time. Although some noise will be expected, it is not considered to be worse than the existing situation by virtue of its reduced size. The play area will be used for general outdoor recreation at breaktimes and there is no intention to use the space for formal regular teaching.

All internal spaces are mechanically ventilated and therefore do not rely on the opening of windows to provide ventilation. If recommended for approval, a condition would be attached to ensure that any noise emitted by such plant would not have a detrimental impact on neighbouring residents.

SPORT ENGLAND (Dated 9th June 2020):

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in the Town

and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 97) and Sport England's Playing Fields Policy, which is presented within its 'Playing Fields Policy and Guidance Document' found at https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

The Proposal and Impact on Playing Field

The application proposes the erection of new school buildings which include a replacement Multi-Use Games Area (MUGA) and a 'one-court' sports hall. The proposal also intends to construct a cycle track on the playing field and relocate the long/triple jump facility.

Assessment against Sport England Policy/NPPF

In relation to the playing field, aerial photographs and information from the Football Foundation indicates that a youth 11 v 11 football pitch (or two smaller football pitches) has been marked on the site during the winter while athletics markings, including markings for throwing disciplines, have been marked in the summer. The proposed development seeks to construct a cycle track on the playing field which reduces this useable playing field area. Furthermore, the unsympathetic relocation of the long/triple jump facility restricts the size of playing pitches that can be marked. The cumulative impact of both these proposed works is that the resultant playing field would be compromised in its ability to mark out the same football pitches it has previously and also restrict the flexibility for the school to use the playing field for other sports in the future. As a result, the proposed works to the playing field is considered compromise sport played at the site and would result in the scheme not meeting Sport England's Playing Field Policy.

Although this would result in a Sport England objection amendments to the scheme could be made to overcome the concerns raised. If the proposed cycle track is shifted to the very edge of the playing field with the long jump facility shifted adjacent to the it, a larger football pitch could be marked during the winter months with the athletics track still being able to be marked in the summer months. In this respect, the Football Foundation have advised that ideally an Under 12/13 football pitch could be designed to fit (FA guidance can be found at <http://www.thefa.com/get-involved/player/facility-development-and-technical-guidance>). Relocating the proposed long jump facility would also allow the school to mark playing pitches for other sports more easily if it considers a change of direction in the sporting offer for its students in the future. Sport England consider that these amendments would enable the playing field to remain flexible to accommodate a range of sports.

The proposed development would also result in the loss of the existing MUGA which appears to have tennis, netball and football markings but this would be replaced by a small MUGA. Although this represents a reduction in size the proposed MUGA would have a permeable polymeric sports surface which aligns with Sport England guidance therefore it would provide students with a newer facility designed and constructed to modern requirements whereas the existing MUGA appears now to warn. Since the existing MUGA does not have any community use Sport England does not wish to raise significant concerns with the provision of a smaller MUGA as it would be better quality than the existing.

Finally, Sport England is unable to fully comment on the proposed sports hall due to the extent of detail submitted however given its size it is likely to have limited value to the wider community due

to the small range of sports that could be played within the facility. Sport England advises that it should be designed and constructed to reflect Sport England's Sports Hall Guidance which can be found at <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/sports-halls>

Conclusion

In light of the above, Sport England objects to the application because it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 97 of the NPPF however if the scheme is amended as advised Sport England should be in a position to reconsider this position.

Should the local planning authority be minded to grant planning permission for the proposal, contrary to Sport England's objection then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State, via the National Planning Casework Unit.

If this application is to be presented to a Planning Committee, we would like to be notified in advance of the publication of any committee agendas, report(s) and committee date(s). We would be grateful if you would advise us of the outcome of the application by sending us a copy of the decision notice.

PLANNING OFFICER COMMENT:

The applicant submitted revised plans and information in response to these comments.

SPORT ENGLAND (Dated 1st July 2020):

Sport England has considered the changes in light of the National Planning Policy Framework (NPPF), in particular Para. 97, and against its own Playing Fields Policy and has concluded that that proposal would now broadly meet Exception 5 of its Playing Field Policy. The amendments to the scheme has allowed a larger to pitch to be marked within the cycle track due to the relocation of long/triple jump facility. Although this provides a U9/10 size football pitch which is below the age group of students that would attend the school it would nonetheless allow are more flexible playing field space to mark out other pitches as the school feels necessary. Sport England also notes the content of the accompanying letter that explains the normal class sizes and the school need for a larger pitch. Sport England does consider wider than the school need, namely community need, but given that there is no known community use of the site the reduction in the ability for the playing field to accommodate higher age groups would not result, on balance, a significant Sport England concern in these circumstances. The proposed installation of the cycle track, although restricting the usability of the playing field, would broaden the sporting offer of the playing field therefore could be considered a benefit to outweigh the overall harm to the playing field caused by the works and encroachment of the proposed buildings. Sport England would encourage that the school allows community use of the facilities, namely the proposed Multi-Use Games Area and playing field by entering into a Community Use Agreement with the Council. Offering the facilities for community use would not only assist the school in receiving revenue to assist in maintenance and repairs of its facility but would allow the school to become a focal point in the immediate locality for the community.

Although Sport England now do not object to the application it feels it should highlight potential health and safety implications. The proposed drawing does indicate a safety run-off area around the football pitch however this is immediately adjacent to the cycle track. Safety run-off areas are normally minimum standards therefore it could be possible on occasion for players to run beyond these areas which would result in them running onto the cycle track. Furthermore, the cycle track does come close to the end of the 'sprint straight' of the running track where runners could run beyond the end when they are slowing down after racing. Again this could cause them to run over

the cycle track. Both these situations could result in accidents which may result in school and/or the designers liability claims therefore consideration may want to be given to minimising the risk by the extending the cycle track further to the periphery of the playing field, especially at the north-eastern and eastern sides to allow more run-off space for sports.

Sport England discussed its position on the proposed MUGA in its comments dated 9th June 2020 (attached) but please ensure that it is constructed to reflect Sport England's guidance.

There is a free online resource from Sport England (Use Our School) that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; www.sportengland.org/useourschool

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE:

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

NPPF section 16 and the Draft London Plan (2017 Policy HC1) make the conservation of archaeological interest a material planning consideration.

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.

Although this is a fairly large site Meadow School does not lie within an Archaeological Priority Area and there are no recorded finds in its immediate vicinity. There will also have been disturbance from the modern school buildings so overall the site has low archaeological potential.

No further assessment or conditions are therefore necessary.

Internal Consultees

PLANNING POLICY OFFICER:

On the basis that there would be no increase in pupil numbers, I do not believe planning policy comments are required. Support for new education floorspace/facilities in planning policy can be sought at the following: - Paragraph 94 of the NPPF (2019) - Policy 3.18 of the London Plan (2016) - Policy S3 of the Intend to Publish Version of the London Plan (2019) - Policy CI1 of the Local Plan: Part 1 (2012) - Policy DMCI 1A of the Local Plan: Part 2 (2020).

The only issue I would raise is it is not particularly clear how Policy DMEI 1 has been taken into account.

PLANNING OFFICER COMMENT:

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January

2020) and the requirement for living roofs/walls is addressed within the main body of the report. If recommended for approval, this would be secured by condition.

TREES AND LANDSCAPING OFFICER (Dated 29th May 2020):

Meadow High School is occupied by a Community Special School for pupils aged 11-19 years, located on the west side of Royal Lane. This is predominantly a residential area with houses in Benson Close to the north and Clarke's Drive to the south. Hillingdon Hospital lies to the north-east of the site. The land to the west is occupied by Brunel University's sports fields, on Green Belt Land. The school buildings are concentrated on the eastern side of the plot, with the school playing fields occupying approximately a third of the site to the west of the buildings. There are occasional trees on the site and a few soft landscaped areas within the campus. There are no TPO's or Conservation Area designations affecting the site.

Comment

This application follows pre-application meetings and landscape notes of 27 March 2019, in response to application ref. PRC/2019/113 and 20 April 2020 in response to PRC/2020/70. A tree report by Plowman Crave includes a survey which identifies and assesses the condition and value of 49 trees. Three 'B' grade trees and four 'C' grade trees will be removed to facilitate the development. All of the others will be protected and retained provided that the tree protection measures and arboricultural method statement is adhered to. The landscape proposals include the provision of 11 semi-mature (large specimen) trees. A landscape strategy is described in section 8 of the D&AS. The masterplan includes tree and shrub planting along the southern boundary - to mitigate the effects of trees loss in this location. Elsewhere, existing trees are to be retained. The masterplan highlights the access points, with car park and drop off area on the Royal Lane frontage, together with the retention and enhancement of facilities such as the sensory garden and sporting / recreational activities to the rear of the site. The northern playground includes a new MUGA and a new circular bicycle route is to be created around the playing field. The stated objectives for the external landscape areas (p.37) are to create a safe, secure and welcoming environment for all students, staff and visitors. Cross-sections have been provided (p.40) through the site to demonstrate how trees and other soft landscape will be used to filter views of the new building and soften their impact on neighbours and the public realm. Landscape drawings by Gillespies include levels and boundary treatment drawings. Illustrative details of hard and soft landscape materials are provided on pp.41-43. The submission includes a Construction Management Plan which highlights the need for tree protection in clause 5.4. In conclusion, the new building will inevitably have some visual impact, however, the landscape strategy responds to pre-application advice and will go some way to enhancing the new development required to facilitate the particular operational requirements of the school.

Recommendation

No objection subject to conditions COM9 (parts 1,2, 4 and 5) and COM10.

PLANNING OFFICER COMMENT:

Amended plans were submitted by the applicant to make minor adjustments to levels, site layout and tree retention scheme.

TREES AND LANDSCAPING OFFICER COMMENT (Dated 30th June 2020):

These comments refer to the amended plans which were submitted on 25 June (cf previous plans registered 22 May 2020).

Tree-related drawings, by Plowman Craven, include: AIA_01 Rev A and TPP_01 Rev A. The suite of landscape drawings, by Gillespies, include L0104 Rev 05, L0105 Rev 02, L0106 Rev 02, L0107 Rev 02, L0108 rev 01 and L0200 Rev 04.

The amendments include minor adjustments to levels and the site layout. The main change to the landscape layout is the potential to retain the existing vegetation along the southern boundary which provides a degree of established living screen along this boundary.

RECOMMENDATION

No objection subject to previous landscape conditions.

PLANNING OFFICER COMMENT:

Following public consultation comments pertaining to the removal of trees to the south-western corner of the site, amended plans were submitted to capture this change and proposed replacement planting.

TREES AND LANDSCAPING OFFICER COMMENT (Dated 28th July 2020):

No objection.

CONTAMINATED LAND OFFICER (Dated 4th June 2020):

1 Summary of Comments:

I have reviewed the geo-environmental details within the following report:

Title: Intrusive GeoEnvironmental and Geotechnical Site Investigation Factual and Interpretive Report; Ref: J+M3932.12_R03; Dated: February 2017; Prepared by: Opus International Consultants (UK) Ltd.

The report provides a summary of salient details extracted from an earlier Geo-environmental Desk Study produced by Mott MacDonald dated July 2015 and referenced PSBP2/EVT/WGEP/102462/A.

Data within the Mott Macdonald report guided the selection and planning of a suitable methodology for the subsequent phase 2 site investigation.

Findings from the Geo-environmental investigation identified requirements for supplementary investigative works and Detailed Quantitative Risk Assessment (DQRA) to be conducted (see Observations below), all in accordance with recommendations within the abovementioned report from Opus International Consultants (UK) Ltd.

Therefore, I recommend the following proposed conditions, for land affected by contamination, are imposed if planning permission is awarded:

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

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

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

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

2 Reason for Refusal (if objecting):

N/A

3 Observations:

- Results from the phase 2 site investigation identified elevated concentrations of lead and PAH present in Made Ground at site; their values exceeded the applied General Assessment Criteria (GAC).

- Statistical analyses of data concerning the elevated concentration of lead determined the detected value does not pose a significant risk of lead contamination to future users.

- The elevated concentrations of 3 PAH's, which exceeded the GAC, were statistically determined to represent a potential risk to human health. Therefore further detailed investigation and DQRA are required.

- It is also considered appropriate to test the groundwater for PAH content to confirm the absence of any significant PAH contamination within groundwater beneath the site.

- An initial Gas Screening Value, calculated for carbon dioxide, equates to a Characteristic Situation 2 (CS2) for the site. This preliminary calculation indicates requirements for gas protection systems to be introduced within buildings. It is recommended that further scheduled gas monitoring is conducted to confirm results of the initial gas testing visits.

- Remediation of suspect areas of the site is likely to be required and the report indicates introduction of capping materials are likely to be necessary at selected locations, to address

potentially complete contaminant linkages.

HIGHWAYS OFFICER (Dated 14th June 2020):

Site Characteristics & Background

The site is situated off Royal Lane in Hillingdon due west of Hillingdon hospital.

There are two vehicular/pedestrian access points onto Royal Lane with one serving the main car park and the other allowing access to a servicing/drop off area with an element of on-plot parking provision. Vehicular access will continue from Royal Lane via a one-way system with vehicles entering the site from the southeast and exiting to the northeast. The secondary access point to the northwest of the site from Benson Close will be retained.

It is proposed to demolish an existing school building with a larger scale re-provision within a 24 month construction period but with no increase in pupillage (240 at present) or staffing levels of 129 full-time staff. The existing school will continue to operate as per the existing situation benefitting from a redesigned car park with a dedicated drop-off area. Due to the SEN nature of the school, the majority of pupil trips will continue to be made minibus and taxi.

With the current situation there is informal on-plot parking provision which can at times accommodate up to 85 staff cars. The proposed arrangement of marked and designated parking bays provides less parking than in the current arrangement with an on-site parking level of 57 spaces (including 5 disabled compliant) with 3 mini-bus parking spaces.

The surrounding area is comprehensively covered by a controlled parking zone (CPZ) operating from Monday to Friday - 9am to 5pm which inherently reduces potential parking displacement onto the public highway. The site address exhibits a PTAL rating of 1a which is considered as poor and therefore heightens dependency on the use of private motor transport.

Parking Provision and Layout

At present the existing parking arrangement at the school appears to operate in a random and haphazard manner with the aim to maximise parking capacity.

The rebuild will incorporate a parking layout redesign on the school frontage which will allow the formation of a combined car park and 'drop-off'/pick up' area in lieu of the current segregated arrangement.

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

For limited 'guidance' purposes, under the previous saved UDP Policy, Hillingdon's parking standard required the following standard of provision:-

- 1 space per 3 teaching staff
- Visitor parking consisting of 1 space per 25 staff
- All student parking to be contained within the total permitted

However this policy is now superseded by the adopted Local Plan: Part 2 Policy DMT 6 which is less prescriptive and requires each site to be assessed on an 'individual basis' via a transport assessment and application of a travel plan (where applicable).

The proposed on-site parking level of 57 spaces (including 5 disabled compliant) with 3 mini-bus parking spaces and 2 motorcycle spaces broadly fall in line with the former superseded policy

which is encouraging. What is key to this aspect of appraisal is threefold with i) the acknowledgement that pupil and staffing attendance would not increase ii) the extensive day-time parking controls in the locality and iii) the implementation of a travel plan.

Items i) & iii) assist in minimising additional parking burden on the school site and associated pressure to overspill onto the highway network whilst item ii) acts as a physical deterrent to potential parking displacement from school related activities given the reduction of on-plot parking spaces from 85 informal to 57 formalised spaces.

On the above premise, the level of parking provision is considered acceptable subject to the application of a car park management plan which should ensure satisfactory operation and use of provisions. The applicant has submitted such a plan which includes the introduction of a 'permit' system' with staff member supervision of the pupil 'drop-off' and 'pick-up' facilities etc. This level of detail is considered fit for purpose and appropriate for the site context.

The internal one-way system accessed via Royal Lane allows vehicles entering the site from the southeast and exiting to the northeast of the site envelope to do so in a forward gear which is considered best practice on highway safety grounds and therefore welcomed. The proposed drop-off/pick-up provisions and parking bay arrangements conform to roadway circulation/parking designs conform with Department for Transport (DfT) operational layout best practice recommendations within Manual for Streets (circa 2007) and are therefore considered satisfactory.

New MUGA

It is assumed that this provision will not be available to outside parties in addition to normal weekday school activities and hours although this is a common modus-operandi for many schools who are encouraged to share their facilities with the local community. So if this is the case then it would be a requirement that an estimated 'itinerary of events' is provided via an imposed planning condition in order to ensure that there is an adequate parking capacity on-site to accommodate the varying extraneous site activities. This itinerary should include an estimated number of patrons with an indication of peak usage periods. Such information will help avoid detrimental impacts to the local road network by demonstrating the adequacy of the on-site provisions.

Disabled Compliant Parking

The standard for a D1 use equates to a 10% provision of the total parking facility. Hence the 5 proposed spaces broadly conform to this standard.

Electric Vehicle Charging Points (EVCP's)

In accord with the adopted Local Plan: Part 2 Policy DMT 6 and parking standard there is a requirement for electric vehicle charging points (EVCPs) that would equate to a minimum facility of 5% of the total parking quantum for 'active' provision with a further 5% acting as 'passive' provision for future activation. This should be provided within the final parking arrangement and secured via planning condition.

Cycle Parking

Provisions in line with Local Plan: Part 2 Policy DMT 6 should equate to 1 secure and accessible space per 10 staff/students. This would equate to approximately 37 spaces and 45 suitably located spaces are to be provided indicating conformity.

Motor Cycle Parking

The emerging Local Plan: Part 2 Policy DMT 6 and parking standard requires new developments to

provide one motorcycle/scooter parking space per 20 car parking spaces. 2 spaces are to be provided within convenient and accessible locations which is considered acceptable.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

For the purposes of this application, with the exception of construction related traffic movements, there are no anticipated highway/traffic related consequences with the proposal as the level of pupilage and staff numbers are to remain unchanged.

Delivery & Servicing Plan

A servicing/delivery plan has been submitted and, in terms of the promotion of off-peak deliveries/refuse bin storage positioning and collection methodology, is considered sound and does not raise issue.

School Travel Plan (STP)

An STP has been submitted and broadly conforms with Transport for London's 'Guidance for School Travel Planning'. As the plan is considered a 'live' document it should therefore be secured by condition to ensure perpetuity.

Construction Management /Logistics Plan (CMLP)

A full and detailed CMLP is required given the constraints and sensitivities of the local road network in order to minimize/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

Indicative phasing plans have been submitted and it is shown that construction would be undertaken concurrently with the existing school maintaining operations. Hence it is imperative that very clear and concise details are provided to allow for a fully informed decision to be made on the suggested phasing methodology.

One of the main considerations is the means of vehicular access to the construction compound. Routing through a neighbouring residential cul-de-sac to the north (Peel Way/Benson Close) has been suggested for the installation of temporary accommodation during the decant operation. As this activity is limited in scale, the arrangement may be considered acceptable, subject to the acceptability of future submitted detail, otherwise this could have significant implications in terms of activity and disturbance to residential amenity given that both Peel Way & Benson Close are far from conducive to accommodating construction traffic due to their physical constraints.

The main part and remainder of the construction process would be undertaken/accessed from Royal Lane itself which owing to the lack of suitable alternatives is, subject to final design, considered acceptable in principle.

The aspect of school staff and construction related car parking during the phased construction process will also need to be considered and addressed in order to minimise undue impacts on school operations or parking displacement onto the highway network. The neighbouring 'Mosque' facility has been highlighted with regard to informal availability in terms of parking arrangements and this should be considered further as a possible facility to cater for any parking demand by the teaching or construction workforce during the process. It is noted that the surrounding roads are encompassed within a residential controlled parking zone (CPZ) operating for the working day -

Monday to Friday hence this would afford some protection to the highway network.

Conclusion

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 measurable 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).

PLANNING OFFICER COMMENT:

Further clarification was sought from the Highways Officer regarding the submitted Construction Management Plan and Construction Logistics Plan.

HIGHWAYS OFFICER (Dated 28th July 2020):

In essence my comments relate, more so, to the CLP which should include aspects such as construction routing to the site and local mitigation measures to alleviate potential issues - which in this case include minimising impacts on Peel Way/Benson Close. Although routing is touched upon within the CMP, fuller detailed mitigation for Peel Way/Benson Close would need to be inclusive to the CLP.

The applicant has done a fair amount of work already but local residents of the above have already raised concerns hence we probably need a safeguard. So unless additional and satisfactory information related to the above comments is submitted prior to determination - a CLP condition would be useful. The CMP is pretty robust so the same is not required.

ACCESS OFFICER (21st June 2020):

With the exception of the following comments, this proposal for a new school building is acceptable from an accessibility standpoint.

1. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission.

Provisions could include:

a) a stay-put policy within a large fire compartment(e.g. within a classroom at first floor with suitable fire resisting compartmentalisation);

b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift);

c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

Reference to the 2019 (intend to publish) London Plan and its contained policy D12 is advised.

Recommended Informatives

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

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate d cor to ensure that doors and door furniture can be easily located by people with reduced vision.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

e) 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.

Conclusion: further details as per point 1 above should be submitted as a pre-requisite to any planning approval.

PLANNING OFFICER COMMENT:

A Fire Safety Statement was submitted by the applicant.

ACCESS OFFICER (Dated 26th June 2020):

Further to my observations dated 21 June 2020, and the Fire Strategy document submitted, further commentary is provided below:

This is an SEN school and so the fire safety provisions and procedures must be robust and fit for purpose. To provide only a refuge area of 1400 mm x 900 mm, and then to rely on the right number of trained personnel being present to manually carry down wheelchair users, is an unrealistic expectation that cannot be relied upon. Moreover, such practices are outdated and not appropriate, especially in an SEN environment where there could be a throng of wheelchair users needing assistance to evacuate. Provisions, practices and procedures must be dependable and offer all building users, including wheelchair users, a dignified means of escape to a place of ultimate safety. I therefore consider the proposed provision concerning the evacuation of disabled people to be contrary to the expectations of London Plan policy D12. If direct escape to a place of ultimate safety is not possible, i.e. from floors above ground, then the provision of emergency egress via a lift is the most appropriate and reliable provision. This may be an evacuation lift, or, with the building being so designed, a Standard, non-evacuation lift, with appropriate management protocols in place. The Fire Strategy document should be revised, preferably in consultation with the school management, to explain how building users could be facilitated to move from an affected part of the building into an area of relative safety (using horizontal evacuation and compartmentation), but they must be able to reach ultimate safety without the need for unsafe, unreliable and undignified manual handling methods. The best practice guidance set out in BS 1999:2017 should be taken on board. I must stress the point that I would not be willing to support any proposal that relies upon manual methods of evacuation in an SEN environment.

PLANNING OFFICER COMMENT:

Further consideration of the issues raised by the Access Officer are addressed in the main body of the report.

AIR QUALITY OFFICER:

Summary of Comments

Damage Cost:

The proposed redevelopment is located within the LBH Air Quality Management Area and

approximately 350m from the Hillingdon Hospital Focus Area where current high ambient annual mean values exceed the limit value to safeguard public health for nitrogen dioxide.

However, the proposal is air quality neutral and the existing Meadow High School will provide no increase in staff or pupil numbers continuing to operate as per the existing situation. Due to the SEN nature of the school, the majority of pupil trips will continue to be made minibus and taxi. Analysis of the Transport Assessment submitted to support the planning application, there will be no increase in trips made to and from the school.

In addition, a School Travel Plan has been submitted with a target to achieve TfL STARS System Bronze status for students and Silver and Gold status for staff in future years.

Therefore, no additional mitigation is required.

Observations

The following Air Quality condition is required. See text below.

Condition - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy 7.14 and in accordance with Mayor of London "The Control of Dust and Emissions from Construction and demolition (or any successor document).

B Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

FLOOD AND WATER MANAGEMENT OFFICER:

The applicant has submitted a Flood Risk Assessment by AKS Ward dated April 2020 demonstrating the site lies in Flood zone 1 and is not identified to be at risk from other sources although ground investigation indicate that ground water levels are shallow approx 1.7mbgl which may affect drainage proposals.

A separate Drainage study has been submitted produced by AKS WArD dated April 2020.

Existing building and external areas drain into the private SW system serving the school which discharges into the Thames Water SW sewer located on Benson Close. Public sewer discharges into the River Pinn located 270m to the west of the school.

Qbar: 1.2 l/s this is the discharge rate that the site should achieve. The proposal is to divide the site in to two both of which to discharge at 2ls. it is not clear what the current drainage catchments are and how what is proposed mimics that to ensure not increase of risk to different catchments.

Surface water from phase 1 will be attenuated using a cellular tank and discharge into the existing private surface water drainage via pumping chamber.

A pumped system is the least sustainable solution to discharge and full consideration and justification must be provided before this will be considered.

Phase 2 indicates that this will connect via an existing private surface water system which connects into the public sewer located on Benson Close which discharges into the River Pinn located 270m to the west of the site. Approval and acceptance as well as appropriate agreements for this connection will need to be provided to justify the ability to use this connection which is critical to understand that this drainage design is feasible, as well as understand that the condition of these assets is suitable.

The preference in the drainage hierarchy is that the site drains to a watercourse first of which there is one adjacent to the site and this options should be explored firstly.

The methods of attenuation are the least sustainable forms. Although infiltration may be limited rainwater harvesting and above ground attenuation should be provided to deal with the first 5mm of rainfall on site at source.

Please note green roof and walls should be considered as a critical part of any drainage system as well as landscaping proposals.

FURTHER COMMENTS FROM FLOOD WATER MANAGEMENT OFFICER

The proposals set out in the AKS strategy are not acceptable, as it proposes a cellular tank and discharge into the existing private surface water drainage via pumping chamber. It also proposed to discharge from the site at 4ls, Qbar rates are indicated to be 1.2ls and the calculations determining the storage required does not factor in requirements for climate change. The calculations submitted also appear to indicate above ground flooding in a more regular 1 in 30 year event and will equally pose a risk to kids using the play space and is no different to above ground more natural features. Further work is required to ensure that the most sustainable scheme is provided, maximising any replacement landscaping as rain gardens etc even if these have to be fenced off similar to the approach other SEND schools have taken within the borough. Living walls and roofs should also be considered at this detailed design stage to maximise the benefit and manage the first 5mm flush of water within the site.

Although the site may have an historic connection it is not shown as publicly adopted and crosses private land. This approach will need to be formalised and agreed by the landowner and or information from survey offered to Thames Water to confirm that this is and should be an adopted sewer. Thames Water approval cannot be given for an asset which is not theirs. Again the adjacent landowner should be contacted for ability to discharge to the adjacent watercourse in accordance with the drainage hierarchy and which will reduce the need for pumping.

Therefore as substantial further work is required, the current AKS strategy should not be included in approved documents and the following condition is requested:

Prior to commencement,(excluding demolition and site clearance) the details of a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it, manages water in the most sustainable ways and

updates the AKS strategy to maximise opportunities and will set out how the site will:

Achieve the established QBar run off rate from the site of 2l/ha/s

Further justification must be provided that the final proposals are integrated with provision of landscaping, air quality and urban greening requirements to justify the most sustainable final solution is provided, and has explored the options contained in the GLA Guidance for SuDs in schools https://www.london.gov.uk/sites/default/files/reimagining_rainwater_in_schools_v1_.pdf

Living walls and roofs incorporated in the design.

Any proposal should use of methods to minimise the use of potable water incorporating water saving measures and equipment.

calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield runoff rates at a variety of return periods including 1 in 1, 1 in 30, 1 in 100, and including 1 in 100 year plus Climate change provide levels to be agreed any above ground storage and or overland flooding or flows paths should be mapped, (please include depths and velocities and hazards) and included in an action plan on how this will affect the school uses of this area. Safe access and egress must be demonstrated

Demonstration of all the proposed drainage arrangements being feasible and any connection via private land has suitable agreements and easements.

Relevant Policies

Hillingdon Local Plan: Part 1- Strategic Policies Policy EM6 Flood Risk Management in (Nov 2012), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 1 Living Walls and Roofs and on site vegetation (Jan 2020)

Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 9 Management of Flood Risk (Jan 2020)

Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 10 Water Management, Efficiency and Quality (Jan 2020)

London Plan Policy 5.12 Flood Risk Management (March 2016)

London Plan Policy 5.13 Sustainable Drainage (March 2016), and

London Plan Policy 5.15 Water use (March 2016).

National Planning Policy Framework (June 2019), and the

Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

CASE OFFICER COMMENT: It is proposed to retain the AKS strategy as a approved docuemnt as the condition requires the details are updated under a conditions submission for the Councils approval.

URBAN DESIGN OFFICER:

The planning application seeks permission to demolish existing school buildings and to construct replacement buildings comprising a new two-storey school building, sports hall, multi use games court, hard play areas along with new substation and revised vehicular access, pupil drop off and parking area.

A number of pre-application discussions have taken place prior to the submission of this application the most recent of which took place in May of this year under app: 3348/PRC/2020/70.

As previously advised a two-storey school building would be considered acceptable in principle towards the southern edge of the site and would reflect the existing heights of buildings on site as

well as those within the surrounding area.

The proposed set back of the southern block towards the boundary would be approximately 20 metres from the street. This is considered appropriate and would allow the building to have a presence whilst also providing a sense of arrival without unnecessarily dominating the street scene.

The relationship of the development on the southern boundary with the adjacent houses on Clarkes Drive needs careful consideration due to its close proximity along with the provision of a play area. This could result in a noisy interface with the residential properties given its enclosed nature as additional noise could bounce off the new school building towards the houses. The southern boundary also needs to be carefully designed so that it does not detract or become overbearing to the houses. This could be controlled by condition should the application be minded for approval.

The building creates a long linear block that is relatively unbroken along its north and south sides. Concerns had previously been raised over this at pre-application stage and have been partially addressed in this formal submission. It would have been preferable if the elevation could have been more visually broken up for example by stepping the facade in places. The introduction of changes in the shades of the blue colours to the windows helps to provide some visual interest in particular to the rendered sections of the building.

There are reservations over the extensive use of render to the rear portion of the building as a finishing material as this tends to weather poorly and often detracts after a short period of time particularly with a building design that has minimal weatherings to the roof. Should the application be minded for approval then I would suggest that a condition be attached requesting further details on the weatherings to the flat roof and window cills.

Brick is considered an appropriate facing material and the design of the school's frontage provides an attractive contemporary facade. The addition of a glazed blue brick for the entrance helps to provide visual interest and a presence that would clearly mark it as the main entrance and is appropriate for the site.

The proposed new sports hall is to a more utilitarian functional design which will have a monolithic appearance as there is no fenestration and little in the way of detailing to help break up the elevations. The choice of materials and its detailed design will, therefore, be important in order to help reduce its visual impact. This could be controlled by condition.

The success of the scheme will be dependent on the finer detailing, choice of materials and workmanship. Should the application be minded for approval then it is suggested that conditions be attached requesting samples of all external materials and detailed drawings of the windows, doors, signage, boundary treatments and roof weathering and window cill details to be submitted and approved by the Council.

BUILDING CONTROL OFFICER:

1. This fire risk assessment has been reviewed as submitted, however it is not considered the final fire risk assessment. Design for means of escape, active/passive fire measures and access for the fire services will be subject to change as the scheme progresses and therefore a final risk assessment will be required to be submitted along with the Building Control application for review.
2. This fire risk assessment appears to have been produced by a suitably qualified assessor who have attempted to address the standards of Paragraph B within the London Plan Policy D12 (Fire Safety)
3. These comments do not prejudice any formal comments made by the London Fire Emergency Planning Authority (LFEPA). A consultation to the LFEPA will be made as part of the Building Control application process.

4. The final Fire Risk Assessment will need to be checked by a suitably qualified Fire Safety Specialist in order to discharge the Policy D12 planning condition and any costs to be recovered

5. The principles of the submitted Fire Strategy Report shall be implemented on site in conjunction with a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

SCHOOL DEVELOPMENT

The proposed school development is subject to the following planning policy considerations:

Paragraph 94 of the National Planning Policy Framework (February 2019) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications.

Policy 3.18 of the London Plan (March 2016) states that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current and projected shortage of primary school places will be particularly encouraged.

Policy S3 of the London Plan - Intend to Publish Version (December 2019) states:

B) Development proposals for education and childcare facilities should:

- 1) locate facilities in areas of identified need
- 2) locate facilities in accessible locations, with good public transport accessibility and access by walking and cycling
- 3) locate entrances and playgrounds away from busy roads, with traffic calming at entrances
- 4) link to existing footpath and cycle networks to create healthy routes to schools, and other education and childcare facilities, to enable all children to travel actively to school (walk, cycle or travel by public transport)
- 5) maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures
- 6) encourage the shared use of services between schools, colleges, universities, sports providers, and community facilities, and between early years and health and social care providers
- 7) ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach
- 8) ensure that facilities incorporate suitable, accessible outdoor space
- 9) locate facilities next to parks or green spaces, where possible

C) Development proposals should ensure that there is no net loss of education or childcare facilities, unless it can be demonstrated that there is no ongoing or future need. Any proposed loss of sport or recreation land (including playing fields) should be considered against the requirements of Part C of Policy S5 Sports and Recreation.

Policy C11 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:

2. Supporting the retention and enhancement of existing community facilities;

3. Supporting extensions to existing schools and the development of new schools and youth facilities;

Policy DMCI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals involving the loss of an existing community facility will be permitted if:

A) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:

i) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;

ii) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and

iii) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.

B) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and

C) the redevelopment of the site would secure an over-riding public benefit.

Policy DMCI 1A of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals for new schools and school expansions will be assessed against the following criteria:

i. The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).

ii. The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character 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.

iii. The location and accessibility of the site in relation to:

- the intended catchment area of the school;

- public transport; and

- the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.

iv. The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

Evidently, there is policy support for the improvement of education facilities. The proposed development does not seek to increase the capacity of the school and the numbers of pupils and staff will remain the same. The purpose of the scheme is to re-new parts of the existing school campus that are in poor condition and beyond economical repair in order to improve the learning environment for pupils.

In terms of planning policy designations, the application site is not designated as part of a Conservation Area, Metropolitan Open Land or Green Belt. The proposal would, however, prejudice the use of land being used as a playing field. This is considered further in the following 'Playing Field' section.

The consideration of accessibility matters is addressed in Section 07.12 of the report. The impact of the proposal on neighbouring residents is covered in detail in Section 07.08 of the report. The impact of the proposal on the local highway network is covered in Section 07.10 of the report. The proposed developments contribution to low and zero carbon emission targets is addressed in Section 07.16 of the report.

Subject to the detailed consideration of the proposal in the following sections of the report,

the proposal is supported by the NPPF (February 2019), Policy 3.18 of the London Plan (March 2016), Policy S3 of the London Plan - Intend to Publish Version (December 2019), Policy C11 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies DMCI 1 and DMCI 1A of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

PLAYING FIELD

The following planning policies are considered:

Policy S5 of the London Plan - Intend to Publish Version (December 2019) states:

B) Development proposals for sports and recreation facilities should:

- 1) increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling
- 2) maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities
- 3) support the provision of sports lighting within reasonable hours, where there is an identified need for sports facilities, and lighting is required to increase their potential usage, unless the lighting gives rise to demonstrable harm to the local community or biodiversity.

C) Existing sports and recreational land (including playing fields) and facilities for sports and recreation should be retained unless:

- 1) an assessment has been undertaken which clearly shows the sports and recreational land or facilities to be surplus to requirements (for the existing or alternative sports and recreational provision) at the local and sub-regional level. Where published, a borough's assessment of need for sports and recreation facilities should inform this assessment; or
- 2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- 3) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 97 of the National Planning Policy Framework (February 2019) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Sport England's Playing Field Policy states that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.

Notably, there are five exceptions to this policy. Of particular relevance is Exception 5 which states that:

"The proposed development is for an indoor or outdoor facility for sport, the provision of

which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field."

The proposed development includes the erection of new school buildings, including a replacement Multi-Use Games Area (MUGA), a 'one-court' sports hall, a cycle track on the playing field and retention of the long/triple jump facility. The proposed school building to the south of the site and the associated playground would encroach on the existing playing field. As stated by Sport England, the proposed development would prejudice the use of land being used as a playing field, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595).

Following consultation with the applicant and Sport England, a revised proposal was submitted. The amendments to the scheme allows for a larger pitch to be marked within the cycle track due to the relocation of long/triple jump facility. Although this provides a U9/10 size football pitch, which is below the age group of students that would attend the school, it would allow for a more flexible playing field space which can be marked out for other pitches, as the school feels necessary.

Sport England notes that the schools normal class sizes are smaller (up to 11 no.) and that an SEN school does not need the full extent of the current pitch. Sport England does consider the wider community needs, outside the needs of the school. However, as there is no known community use, the reduction in the ability for the playing field to accommodate higher age groups would not result, on balance, a significant Sport England concern in these circumstances.

The proposed installation of the cycle track, although restricting the usability of the playing field, would broaden the sporting offer of the playing field. It is therefore considered to be a benefit to outweigh the overall harm to the playing field caused by the works and encroachment of the proposed buildings.

The proposed development would include the removal and replacement of the existing MUGA. Although the proposed MUGA represents a reduction in size, it would have a permeable polymeric sports surface which aligns with Sport England guidance. It would therefore provide students with a newer facility designed and constructed to modern requirements. Since the existing MUGA does not have any community use, Sport England does not object to this element of the proposal.

Although Sport England state the proposed sports hall is likely to have limited value to the wider community due to the small range of sports it could facilitate, it does not object to it on this basis.

Sport England encourages that the school allows community use of the facilities, namely the proposed Multi-Use Games Area and playing field by entering into a Community Use Agreement with the Council.

Overall, Sport England have confirmed that for the reasons noted above, no objection is raised to the proposed development. The proposed development is considered to provide sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field. The proposal conforms with the requirements of Exception 5 associated with Sport England's Playing Field Policy, and is not considered contrary to Paragraph 97 of the NPPF (February 2019) and Policy S5 of the London Plan - Intend to Publish Version (December 2019).

COMMUNITY USE AGREEMENT

Policies 3.16 and 3.19 of the London Plan (March 2016) support proposals for high quality social infrastructure and state that they should be accessible to all sections of the community.

Policy EM5 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will safeguard, enhance and extend the network of sport and leisure spaces that meet local community needs and facilitate active lifestyles by providing active sport and leisure spaces.

Policy DMCI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for the refurbishment and re-use of existing premises for community facilities will be supported.

B) Proposals for the provision of new community facilities will be supported where they:

- i) are located within the community or catchment that they are intended to serve;
- ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;
- iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and
- iv) make provision for community access to the facilities provided.

Policy DMCI 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also states that indoor sports and leisure facilities will be protected and enhanced and the Council will promote a network of accessible local sports halls and centres throughout the Borough.

Evidently, adopted local and London Plan policies encourage community use of sports facilities and the applicant has confirmed the school's support for out of hours use of their facilities. The community use of the proposed school facilities is notably supported by Sport England. The proximity of the site to residential properties is noted and it would need to be carefully managed.

To ensure that community use of the site is optimised, whilst also taking account of the need to safeguard residential amenity, the provision of a Community Use Agreement would be secured by way of a condition. This should set out the school's policy surrounding community use of their facilities and include details of hours of use and management practices.

7.02 Density of the proposed development

Not relevant to the consideration of this application.

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

The application site does not fall within an Archaeological Priority Area, Conservation Area or Area of Special Local Character. The site and surrounds also do not comprise any listed buildings. As such, the proposal is not considered to materially impact such considerations.

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

The application site is not designated as part of the Green Belt but is located immediately to the east of Green Belt designated land. Policy DMEI 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) is therefore considered relevant and states that new development adjacent to the Green Belt should incorporate proposals

to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

The site has existing peripheral landscaping which is not to be affected by the proposed development in the most part. Some trees have been removed in the south-west corner of the site but these are to be replaced by 3 no. Acer and 1 no. Prunus. The main element of development is the two storey building and this is to be sited over 60 metres to the east of the Green Belt designated land. As such, the proposal is not considered contrary to Policy Policy DME1 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.07 Impact on the character & appearance of the area

Royal Lane is suburban in character with two storey residential properties located to the north, east and south of the application site. The school site itself comprises a number of low-rise buildings distributed across the eastern part of the site extending from the northern boundary to the southern boundary. The existing buildings form a disjointed school campus with numerous detached buildings scattered across the site. A number of these building are in poor condition.

The following planning policies are considered:

Policy 7.1 of the London Plan (March 2016) sets out a series of overarching design principles for development in London and Policies 7.4 and 7.6 of the London Plan (March 2016) seek to promote high quality design to accord with the local character.

Policy BE 1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

TWO STOREY NEW BUILD

The proposed two storey flat roofed building would be attached to the southern portion of the existing EFAB and EFAC block, accommodating classrooms, a school hall, dining room, kitchen and other associated facilities. This would measure approximately 28.6 metres wide at its frontage with Royal Lane, reducing to 17.7 metres wide behind this. It would extend 73.5 metres in length back into the school site at a height of 8.27 metres.

In terms of this element of the development, a two-storey school building is considered acceptable in principle towards the southern edge of the site and would reflect the existing heights on site as well as those within the surrounding area.

Notably, it would be set back by 14 metres from Royal Lane at its nearest point and 27 metres at its furthest point. This is considered appropriate and would allow the building to have a presence whilst also providing a sense of arrival without unnecessarily dominating the street scene. It would also broadly accord with the front building line established by the Baitul AMN Mosque as well as the sports hall extension (and pre-existing EFAA block).

The front element of the building would be set in from the southern boundary by approximately 2.2 metres for a depth of 24 metres. Given the distance of the Baitul AMN Mosque from this boundary and the associated tree coverage, this siting is considered acceptable. The south facing elevation of this building is then set in 13 metres from the southern boundary in order to achieve a satisfactory relationship with the residential properties located along Clarkes Drive.

The building creates a long linear block that is relatively unbroken along its north and south sides. It would have been preferable if the elevation could have been more visually broken up for example by stepping the facade in places. The introduction of changes in the shades of the blue colours to the windows helps to provide some visual interest in particular to the rendered sections of the building.

Brick is considered an appropriate facing material and the design of the school frontage provides an attractive contemporary facade. The addition of a glazed blue brick for the entrance provides visual interest and a presence that would clearly mark it as the entrance, enhancing the legibility of the school site.

As stated by the Council's Urban Design Officer, there are reservations over the extensive use of render to the rear portion of the building as a finishing material as this tends to weather poorly and often detracts after a short period of time particularly with a building design that has minimal weatherings to the roof. If recommended for approval, a condition would be attached to secure details of the weatherings to the flat roof and window cills.

It is noted that the proposed rooftop plants and first and second floor levels would be prominent features of the proposed development. If recommended for approval, details of this and the associated screening will be secured by condition.

As stated by the Council's Urban Design Officer, conditions should be attached requesting

samples of all external materials and detailed drawings of the windows, doors, signage, boundary treatments and roof weathering and window cill details to be submitted and approved by the Local Planning Authority. Subject to such conditions, this element of the proposal would not be considered contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy BE 1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies 7.1, 7.4 and 7.6 of the London Plan (March 2016).

SPORTS HALL EXTENSION AND MUGA

The proposed sports hall extension would be attached to the EFAB and EFAC blocks, fronting the redesigned car park and Royal Lane. It would measure approximately 19.3 metres in width, 22.25 metres in depth and 8.27 metres in height.

As stated by the Council's Urban Design Officer, the proposed new sports hall is proposed as a more utilitarian functional design. It would have a monolithic appearance as there is no fenestration and little in the way of detailing to help break up the elevations. The choice of materials and its detailed design will, therefore, be important in order to help reduce its visual impact. As such, a condition will be attached to ensure that the final material detailing of this feature is acceptable.

A first floor rooftop plant is proposed to the rear of the sports hall. Although it would be screened from the street scene by the sports hall extension, it has the potential to be a prominent feature within the school site itself. If recommended for approval, details of this and the associated screening will be secured by condition.

The proposed MUGA would be set over 40 metres back from Royal Lane and would break up the built environment, separating the proposed sports hall from the EFAD block. If recommended for approval, detail of the materials and fencing would be secured by condition.

Subject to conditions, the proposed sports hall extension and MUGA would not be considered contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy BE 1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies 7.1, 7.4 and 7.6 of the London Plan (March 2016).

SUBSTATION

It is noted that a substation is located to the south-east corner of the site, a prominent location within the Royal Lane street scene. Details of this structure or the associated screening have not been submitted but will be secured by condition to ensure that its appearance is sensitive to the character of the area and adequate screening is provided to the street frontage.

Subject to a condition, the proposed substation would not be considered contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy BE 1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies 7.1, 7.4 and 7.6 of the London Plan (March 2016).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

TWO STOREY NEW BUILD

In terms of neighbouring properties, it is noted that residential properties are located to the north of the application site on Benson Close and Peel Way, to the east on Royal Lane and to the south on Clarkes Drive. The proposed two storey building is sited in excess of 100 metres away from the residential properties to the north and over 40 metres away from residential properties to the east. As such, it is not considered that any detrimental impacts to neighbouring amenity would be caused.

It should be noted that the Baitul AMN Mosque is also located immediately to the south, although this is not a residential use and is not as sensitive in terms of potential impacts from the proposed development.

Regarding residential properties to the south of the application site, nos. 37 to 46 Clarkes Drive are the nearest residential properties to the proposed two storey building comprising classrooms, a school hall, dining room, kitchen and other associated facilities. The separation distance between the proposed development and the neighbouring flank elevation is 14 metres at its nearest point. Notably, the flank elevation of the block containing nos. 40, 41, 45 and 46 Clarkes Drive feature four small high-level windows that serve kitchen areas of the proposed flats and do not serve habitable rooms. Further, it is noted that following the receipt of revised plans, the proposed development would retain the existing tree screening on this boundary. In view of this, it is not considered that the proposed development would have a significant impact on the privacy of neighbouring properties.

Nos. 47 to 54 Clarkes Drive would be sited over 24 metres away from the proposed two storey building and would be significantly screened by existing tree coverage. Nos. 55 to 72 Clarkes Drive would also be sited in excess of 30 metres away from the proposed two storey building. The submitted Daylight and Sunlight Assessment also demonstrates that

the proposed development would not result in a significant reduction in the amount of daylight or sunlight currently received by neighbouring properties.

Given the above considerations, the proposed two storey building is not considered to pose detrimental impacts to the amenity of any neighbouring properties.

TWO STOREY NEW BUILD - PLAY AREA

Regarding the proposed play area which is to adjoin the southern boundary, it should be noted that this area of the site already accommodates a play area. In this sense, the proposed development would actually be reducing the size of the play area in this area of the site. The applicant has also addressed this point and notes that the use of the play space by pupils is always supervised by a high ratio of staff and with relatively low numbers of pupils at any one time. Although some noise will be expected, it is not considered to be significantly worse than the existing situation by virtue of its reduced size. The play area will be used for general outdoor recreation at break times and there is no intention to use the space for formal regular teaching.

SPORTS HALL EXTENSION AND MUGA

Both the proposed sports hall extension and MUGA are proposed within the centre of the site, sited in excess of 40 metres away from the residential properties to the north and east. As such, it is not considered that any detrimental impacts to neighbouring amenity would be caused.

PLAYING FIELD

In terms of the proposed circular gathering area within the playing field, this will be a small seating area used for the purposes of teaching a small number of pupils, with supervision by members of staff. This area of the site is already accessible for these purposes and it is not considered that there is any significant harm posed in terms of noise or disturbance to neighbouring residents. Additional planting is also proposed in this area in order to provide further screening from neighbouring properties.

Regarding the prospect of a Community Use Agreement, the exact scope of this is yet to be agreed but it is envisaged that only the sports hall and MUGA will be subject of the agreement. Sport England have encouraged that the sports field is included. The hours for community use will be carefully considered and the neighbours views on this are noted.

The proposals do not include any flood lighting of the existing playing field or the proposed MUGA.

In terms of the proposed cycle track, this is designed for use by pedal bikes and scooters. It is not for the purposes of a motorised vehicle. If recommended for approval, this would be secured by condition.

Based on the above considerations, the proposal is not considered contrary to part B) of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is situated off Royal Lane in Hillingdon, south-west of Hillingdon hospital. Based

on TfL's WebCAT planning tool, the site has a low PTAL rating (PTAL) of 1b and 2. The surrounding area is comprehensively covered by a controlled parking zone (CPZ) operating from Monday to Friday between 9am to 5pm which reduces potential parking displacement onto the public highway.

The following planning policies are considered:

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

These policies are supported by Policy 6.3 of the London Plan (March 2016) and Chapter 9 of the NPPF (February 2019).

PARKING PROVISION, ACCESS AND LAYOUT

In conjunction with Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that car parking provision is determined on an individual basis using a Transport Assessment and where applicable School Travel Plan/Travel Plan. Where relevant, provision should be made for coach/bus access and parking.

As it exists, there are two vehicular/pedestrian access points onto Royal Lane. The proposed development would maintain these accesses but would create a one-way system with vehicles entering the site from the southeast and exiting to the northeast. The secondary access point to the northwest of the site from Benson Close would also be retained.

The current informal on-plot parking provision can accommodate up to 85 cars, although in a tandem arrangement. The proposed development provides less parking than the current arrangement but in a more accessible and efficient arrangement, alongside a designated drop-off and pick-up area. A total of 52 no. standard car parking spaces, 5 no. accessible car parking spaces, 3 no. minibus spaces and 2 no. motorcycle spaces are proposed.

Notably, pupil and staffing attendance would not increase as part of the proposal. Further to this, the surrounding area is covered by extensive day-time parking controls, reducing potential parking displacement onto the public highway. A School Travel Plan has also been submitted to set out measures for reducing car usage and promoting walking, cycling, car sharing and public transport. As stated by the Council's Highways Officer,

based on these factors, the parking provision proposed is considered acceptable subject to the application of a car park management plan. The submitted Car Park Management Plan is considered fit for purpose and would be secured by condition if recommended for approval.

COMMUNITY USE

A Community Use Agreement is to be secured by a condition to allow access to the proposed sports facilities by the wider community. In accordance with this, the Council's Highways Officer has requested a planning condition to provide detail on the estimated itinerary of events to ensure that there is an adequate parking capacity on-site to accommodate the varying extraneous site activities. If recommended for approval, this would be secured by condition.

ELECTRIC VEHICLE CHARGING POINTS

In conjunction with Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that a minimum of 5% of the total parking quantum is for 'active' provision with a further 5% 'passive' provision. A total 5 active spaces and 5 passive spaces are proposed. If recommended for approval, this would be secured by condition.

DISABLED COMPLIANT PARKING

Table 10.6 stated under Policy T6.5 of the London Plan - Intend to Publish Version (December 2019) requires that 10% of the proposed car parking spaces (5% designated bays and 5% enlarged bays) are provided as accessible spaces for educational development. As such, the proposed development should provide 6 accessible car parking spaces, one more than what is shown on the submitted plan. If recommended for approval, this would be secured by condition.

CYCLE PARKING

Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that 1 secure and covered cycle parking space is provided per 10 staff or students.

Comparatively, Policy T5, Table 10.2 of the London Plan - Intend to Publish (December 2019) requires the following long stay cycle parking provision:

- 1 space per 8 FTE staff and 1 space per 8 students.

The following short stay cycle parking provision is also required:

- 1 space per 100 students.

Based on these standards, the requirement equates to approximately 37 spaces and 23 bicycle stands are proposed, with capacity for 46 bicycles. If recommended for approval, this would be secured by condition.

MOTORCYCLE PARKING

Table 1 of Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that parking spaces for motorised two wheelers (motorcycles, moped and scooters) must also be provided at the rate of 5% of car parking spaces. Based on this, the proposal should provide three motor cycle parking spaces, one more than what is shown on the submitted plan. If recommended for approval, this would

be secured by condition.

VEHICLE TRIP GENERATION

The proposed development would not result in an increase in users of the site, with 240 pupils and 129 full-time staff set to remain unchanged. The existing school will continue to operate as per the existing situation with the benefit of a redesigned car park and dedicated drop-off area. Due to the SEN nature of the school, the majority of pupil trips will continue to be made via minibus and taxi. As stated by the Council's Highways Officer, there are no anticipated highway or traffic related consequences with the proposal.

DELIVERY AND SERVICING PLAN

The submitted Delivery and Servicing Plan is considered acceptable by the Council's Officer. If recommended for approval, this would be secured by condition.

SCHOOL TRAVEL PLAN

A School Travel Plan has been submitted and broadly conforms with Transport for London's 'Guidance for School Travel Planning'. If recommended for approval, the plan would be secured by a Section 106 legal agreement for monitoring purposes.

CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN

A Construction Management Plan and an outline Logistics Plan has been submitted as part of the application. As stated by the Council's Highways Officer, the Construction Management Plan is considered to be robust from a highways perspective and a condition requiring the further submission of the plan is not considered necessary.

The construction logistics appear to be changing over the course of the application and as it is not yet finalized it is considered necessary and reasonable to secure the final construction logistics details by condition.

Subject to the conditions noted above, the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 6.3, 6.9, and 6.13 of the London Plan (March 2016).

7.11 Urban design, access and security

Please see Section 07.07 of the report for urban design considerations and please see Section 07.12 of the report for accessibility considerations.

SECURITY

Policy 7.3 of the London Plan (March 2016) states that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

If recommended for approval, a secured by design condition shall be attached in order to ensure accreditation is achieved. Subject to condition, the proposal would accord with Policy 7.3 of the London Plan (March 2016) and Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.12 Disabled access

Policy 7.2 of the London Plan (March 2016) requires that all new development proposals provide the highest standards of accessible and inclusive design.

The submitted Design & Access Statement notes that appropriately sized doors and circulation spaces are used throughout the proposal for ease of access and stair cores are evenly distributed. A lift is also provided to enable access between floors for all building users. WCs have been evenly distributed throughout the building, with accessible WCs available on every floor. Accessible parking spaces are also proposed to the front of the school site. As stated by the Access Officer, the proposal is considered acceptable from an accessibility perspective.

However, the Council's Access Officer has raised concerns in relation to the submitted Fire Safety Statement. The fire safety provisions and procedures for an SEN school must be robust and fit for purpose. The Access Officer therefore notes the reliance on personnel being present to manually carry down wheelchair users as not being appropriate. The applicant does, however, note that the majority of pupils are able bodied and the ratio of staff to pupils is very high meaning the availability of staff to assist in an emergency situation is always very high.

Based on the above, it is considered necessary that a finalised fire strategy document is secured by condition if recommended for approval.

Please also see Section 07.22 of the report for further consideration of fire safety matters.

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm and Policy 5.11 of the London Plan (March 2016) states that major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible. This supported by Policy G5 of the London Plan - Intend to Publish (December 2019).

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all development proposals are required to comply with the following:

- i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
- ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

There are no Tree Protection Order's or Conservation Area designations affecting the site. The tree report submitted identifies and assesses the condition and value of 49 trees. Based on this, it is ascertained that the proposed development requires the removal of 1 no. 'B' grade tree, 3 no. 'C' grade trees and 1 no. 'U' grade tree. Significantly, 10 no. trees on the southern boundary adjoining nos. 37 to 46 Clarkes Drive are to be retained and protected, and only 2 no. trees on this boundary are to be removed to facilitate the development.

It is noted that 2 no. trees were removed from the south-western corner of the site during the application process. As such, revised plans were submitted to capture this change and the proposal was revised to include replacement planting including 3 no. Acer trees and 2 no. Prunus.

In addition to this, 1 no. Acer tree is proposed in the middle of the school site; 3 no. Prunus are proposed in north-west corner of the school site to adjoin Royal Lane; 1 no. Carpinus and 1 no. Gleditsia are proposed by the new entrance to the school site; and 1 no. Carpinus and 1 no. Gleditsia are proposed within the centre of the new parking area.

As stated by the Council's Trees and Landscaping Officer, the landscape strategy will enhance the visual amenities of the proposed development. Subject to conditions securing the provision of a green roof, details of the landscaping scheme and tree protection, the proposal is considered to accord with Policies 5.10 and 5.11 of the London Plan (March 2016), Policy G5 of the London Plan - Intend to Publish (December 2019) and Policies DMHB 11, DMHB 14 and DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies

(January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

Following public consultation and comments regarding sightings of bats on the school site and in the area in general, it is considered necessary that a condition should secure that a bat survey is carried out prior to the demolition of the 'EFAA' building. Further to this, if recommended for approval, an ecological enhancement condition would secure the appropriate protection and enhancement of ecological value within the site. Subject to this condition, the proposal is considered to accord with the NPPF (February 2019), Policy 7.19 of the London Plan (March 2016) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 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.

Refuse and recycling bins are proposed to be located to the southeast of the site, south of the main entrance of the school building. Refuse vehicles will access the site via the proposed access from Royal Lane and refuse collections will be undertaken from outside of the main school entrance. The bin store is located such that the vehicle can stop within 17 metres to minimise the drag distance for operatives. As such, the proposal is considered to accord with Policy 5.17 of the London Plan (March 2016).

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) requires that development proposals make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy: Be lean: use less energy; Be clean: supply energy efficiently; and Be green: use renewable energy.

Policy SI2 of the draft London Plan - Intend to Publish (December 2019) states that:

A. Major development should be net zero-carbon. This means reducing carbon dioxide emissions from construction and operation, and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1. Be lean: use less energy and manage demand during construction and operation.
2. Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly. Development in Heat Network Priority Areas should follow the heating hierarchy in Policy SI3 Energy infrastructure.
3. Be green: generate, store and use renewable energy on-site.

B. Major development should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and will be expected to monitor and report on energy performance.

C. In meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Residential development should aim to achieve 10 per cent, and non-residential development should aim to achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided:

1. through a cash in lieu contribution to the relevant borough's carbon offset fund, and/or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D. Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver greenhouse gas reductions. The operation of offset funds should be monitored and reported on annually.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions

through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

Policy DME1 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that:

- A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets;
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved;
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

The Mayor of London has not yet enacted the zero carbon element of this policy relating to non-domestic buildings. This means all residential development must be zero carbon (with a minimum of 35% reductions achieved onsite) and all non-residential must achieve 35% improvement over the Target Emission Rate (TER).

An Energy and Sustainability Statement has been submitted and demonstrates that the building improves upon building regulation CO2 emission targets through fabric and building service efficiencies and that addition of heat pump technologies further reduces the CO2 emissions by 48% over Part L 2013 regulations.

Subject to condition of details of the low and zero carbon technology required to meet the CO2 reductions, the proposal is considered to accord with Policy 5.2 of the London Plan (March 2016), Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DME1 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.17 Flooding or Drainage Issues

Based on the Council's GIS, the application site is located within Flood Zone 1 and a Critical Drainage Area. Based on the Environment Agency's flood risk map, the application site is subject to surface water flooding but this is only categorised as low.

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DME1 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DME1 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development within areas identified at risk from surface water

flooding which fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The applicant has submitted a Flood Risk Assessment by AKS Ward dated April 2020 demonstrating the site lies in Flood zone 1 and is not identified to be at risk from other sources although ground investigation indicate that ground water levels are shallow approx 1.7mbgl which may affect drainage proposals.

The Council do not consider that the proposals manage water in the most sustainable ways and therefore requires the AKS strategy to be updated to maximise opportunities and this will therefore be done through a suitably worded condition. Subject to the imposition of this condition, there are no objections in respect of flood water management.

7.18 Noise or Air Quality Issues

NOISE

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

- a. avoiding significant adverse noise impacts on health and quality of life as a result of new development;
- b. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;
- c. improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);
- d. separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation;
- e. where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;
- f. having particular regard to the impact of aviation noise on noise sensitive development;
- g. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The Council has appointed an independent consultant to review the noise report submitted. To date, the conclusions of this assessment have not yet been finalised and will be reported in the committee addendum. Whilst this is not ideal, in view of the tight timeframes for the school, it was considered reasonable to progress to committee and await the outcome of any proposed conditions to mitigate noise impacts prior to members hearing the case at committee.

AIR QUALITY

Paragraph 181 of the National Planning Policy Framework (February 2019) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy 7.14 of the London Plan (March 2016) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is located within the declared Air Quality Management Area and approximately 350 metres from the Hillingdon Hospital Air Quality Focus Area where current high ambient annual mean values exceed the limit value to safeguard public health for nitrogen dioxide.

Notably, the school would continue to operate as per the existing situation and the proposal would not increase the number of staff or pupils. Due to the SEN nature of the school, the majority of pupil trips will continue to be made minibus and taxi and there will be no associated increase. In addition, a School Travel Plan has been submitted with a target to achieve TfL STARS System Bronze status for students and Silver and Gold status for staff in future years.

As stated by the Council's Air Quality Officer, the proposal is air quality neutral and no additional mitigation is required.

Subject to conditions for reducing emissions from demolition and construction, the proposed development would not be considered contrary to Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.14 of the London Plan (March 2016) and the NPPF (February 2019).

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning obligations

S106 PLANNING OBLIGATIONS

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) 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. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and

iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is considered likely that, at full planning permission stage if recommended for approval, the following planning obligations could be requested:

i) Travel Plan: Prior to occupation of the development, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. The trigger points for review shall be agreed in writing by the Council. The Travel Plan shall include regular review of cycle parking provision and a commitment to the installation of additional spaces should demand dictate.

ii) 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. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

iii) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Floorspace for education purposes are not CIL liable.

7.21 Expediency of enforcement action

Not relevant to the consideration of this application.

7.22 Other Issues

CONTAMINATED LAND

Policy 5.21 of the London Plan (March 2016) states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) 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.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a scheme to deal with contamination. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and 5.21 of the London Plan (March 2016).

CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN

Base on the submitted Construction Management Plan, the main access for the project will be via the Royal Lane entrance, opposite Bryony Close. This will be enlarged and will have a permanent gateman to manage deliveries. Access for the new temporary classrooms will be via Benson Close to the North, but this will not be used for day to day construction activities. As noted previously, this appears to be contrary to the details submitted under application reference 3348/APP/2020/2211 for the discharge of Condition 4 (Construction Logistics Plan) in relation to the construction of the two proposed temporary classrooms.

Galliford Try will create Local Impact & Nuisance Management Plans for some of the sub-contract packages to tailor measures specific to each element of work and will use guidance from BS 5228 'Noise Control on Construction and Demolition Sites' as the best practice guideline. The control measures include:

- Tool Box Talks In accordance with BS5228 will be provided to operatives on noise and vibration to ensure the whole workforce is aware of best practice for reducing noise and vibration.
- Within task specific method statements, noise advisory levels and noise action levels will be identified to ensure safe control over the works.

- Plant and equipment will be powered down when not in use to avoid unnecessary noise and vibration.
- All plant and equipment will be properly maintained in accordance with manufacturer's instructions.
- Plant will be selected with the task in mind to ensure appropriate size plant and equipment is used in accordance with task requirements.

In terms of air quality, the following measures will be used to minimise the impacts of construction work;

- When possible materials will be ordered so as they do not require cutting on site to eliminate the need for cutting operations, this is particularly important due to limited space available on site
- Cutting activities will always be damped down with water
- No burning of materials or bonfires will be permitted on the site at any time
- All non-road mobile machinery (NRMM) to use ultra-low sulphur tax exempt diesel (ULSD) where available
- All loads entering and leaving site will be covered
- Any temporary site roads stoned up areas will be damped down during dry periods to prevent dust from spreading
- The requirements for dust suppression generally will be monitored daily and called in as and when required
- Demolition works will always be damped down to minimise dust

The submitted Construction Management Plan states that deliveries will be co-ordinated to avoid school pick up and drop off times. Accordingly, no deliveries would take place between the hours of 08:00 to 09:00 and 15:00 to 16:00. This is considered to be appropriate.

However, this plan also states that core working hours for the site are proposed to be Monday to Friday between 07:30 - 18.00 and Saturday: 0800 to 1300. The start time for work on-site should not be before 08:00 in order to safeguard the amenity of neighbouring residents. As such, this element of the submitted Construction Management Plan is not considered to be acceptable. This matter will be secured as a stand alone condition for the avoidance of doubt.

As noted previously in the report, the construction logistics for the development appears to be changing over the course of the application. As such, it is considered necessary and reasonable to secure the final construction logistics details by condition. The same principle should be applied to the Construction Management. If recommended for approval, a finalised Construction Management Plan and Construction Logistics Plan will be secured by condition.

FIRE STRATEGY

Policy D12 of the London Plan - Intend to Publish Version (December 2019) states the following:

A In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

- 1) identify suitably positioned unobstructed outside space:
 - a) for fire appliances to be positioned on
 - b) appropriate for use as an evacuation assembly point
- 2) are designed to incorporate appropriate features which reduce the risk to life and the

risk of serious injury in the event of a fire; appropriate fire alarm systems and passive and active fire safety measures

3) are constructed in an appropriate way to minimise the risk of fire spread

4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users

5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in

6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in terms of:

1) the building's construction: methods, products and materials used, including manufacturers' details

2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach

3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans

4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these

5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building

6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

As stated by the Council's Building Control Officer, the submitted Fire Safety Statement has been produced by a suitably qualified assessor who has attempted to address the standards of Paragraph B, Policy D12 of the London Plan - Intend to Publish Version (December 2019). However, it is not considered to be the final version and the design for means of escape, active/passive fire measures and access for the fire services will be subject to change as the scheme progresses. As such, the a final fire strategy document will need to be secured by condition if recommended for approval and will need to be assessed by a suitably qualified Fire Safety Specialist. The discharge of condition application should be accompanied by a Building Control application.

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

In conclusion, the proposed two storey new build, sports hall extension, MUGA, play areas and redesigned car park are considered acceptable in principle and with regard to the impact on the green belt, design, street scene, neighbour amenity, access, security, highways, landscaping, ecology, refuse, energy, flooding, noise and contaminated land.

Subject to planning conditions and a Section 106 agreement, the application is recommended for approval.

11. Reference Documents

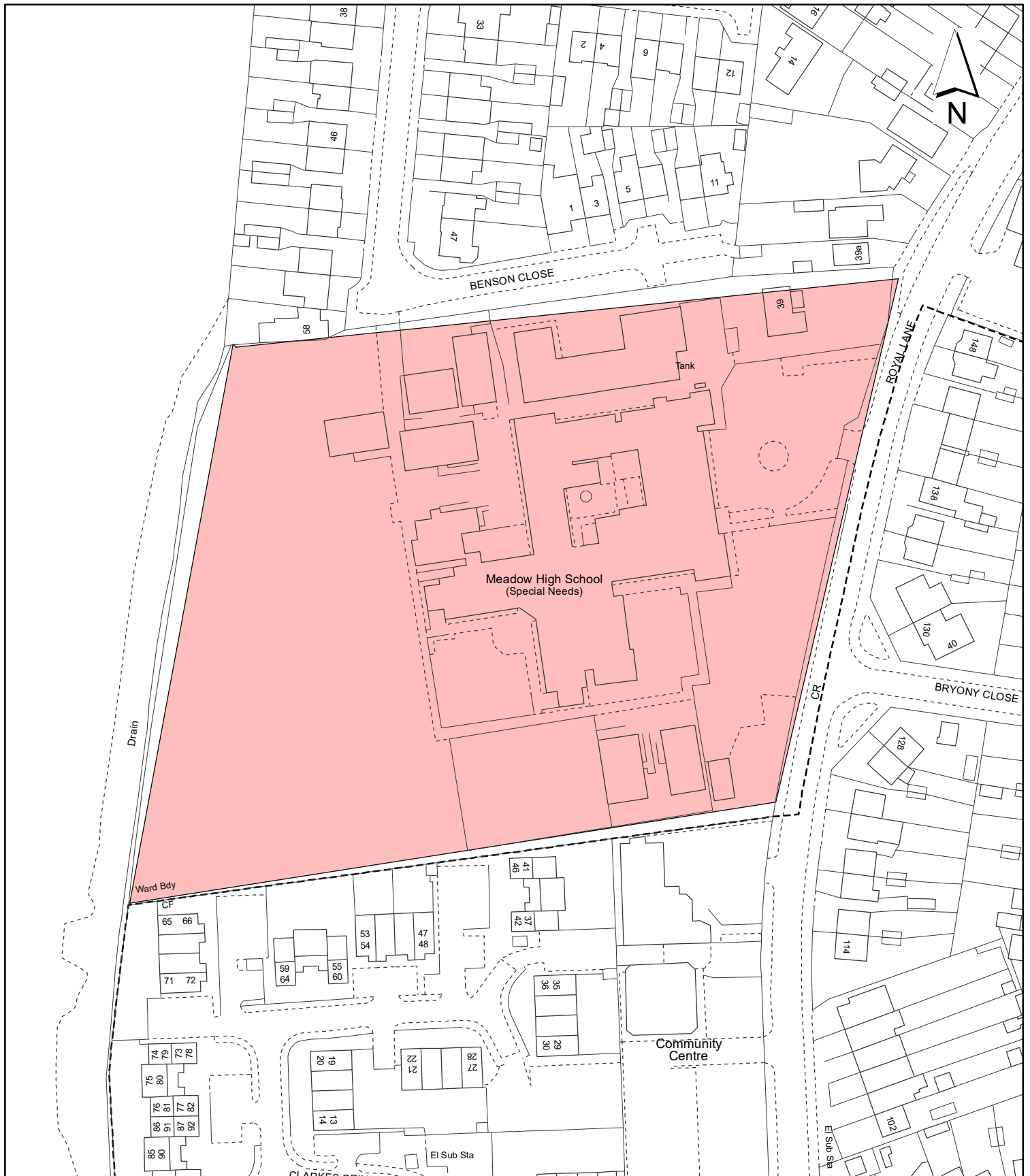
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Planning Obligations Supplementary Planning Document (July 2014)
The London Plan (March 2016)
The London Plan - Intend to Publish Version (December 2019)
Accessible Hillingdon Supplementary Planning Document (September 2017)
National Planning Policy Framework (February 2019)

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Notes:

 Site boundary

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Site Address:

Meadow High School

Planning Application Ref:

3348/APP/2020/1589

Planning Committee:

Major

Scale:

1:1,250

Date:

August 2020

LONDON BOROUGH OF HILLINGDON
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Planning Section

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