

Report of the Head of Development Management and Building Control

Address: YEADING INFANT SCHOOL CARLYON ROAD HAYES

Development: Demolition of existing single storey buildings and the erection of a new single storey kitchen and dining hall facility with associated external works.

LBH Ref Nos: 17997/APP/2023/3294

Drawing Nos: 002-SI-XX-00-DR-I-P9 Rev 1
002-SI-XX-00-DR-I-P7 Rev 1
002-SI-XX-00-DR-I-P6 Rev 1
P20
002-SI-XX-00-DR-I-P21
002-SI-XX-00-DR-I-P22
J10485.000 Rev C
002-SI-XX-00-DR-I-P30
002-SI-XX-00-DR-I-P5
002-SI-XX-00-DR-I-P4
002-SI-XX-00-DR-I-P8 Rev 1
002-SI-XX-00-DR-I-P2 REV 2
002-SI-XX-00-DR-I-P3 REV 2
Preliminary Ecological Appraisal and Preliminary Roost Assessment 28/09/2023
Design and Accessibility Statement 30/10/2023
5524-YEAD-ICS-XX-RP-C-07.001
BS5837:2012

Date Plans received: 14-11-2023 **Date(s) of Amendments(s):** 14-11-2023
29-02-2024

Date Application valid 30-11-2023

1. SUMMARY

The proposed development seeks to demolish two existing single storey buildings at Yeading Junior School and Yeading Infant and Nursery School. The main buildings are Locally Listed however it should be noted that the two existing structures to be demolished are latter additions to the school and are not connected to either of the Locally Listed buildings. Furthermore the new canteen building would also not be connected to the Locally Listed buildings therefore it would not compromise the historic fabric of the buildings.

The existing buildings are used as kitchens and dining facilities for their respective schools. Once demolished, the buildings would be replaced with a new kitchen and dining facility to serve both schools. The proposed works also include minor changes to the Yeading Junior School carpark (layout alterations, a new drop off area and a increase in parking provision from 23 spaces to 25

spaces).

Both of the buildings to be demolished are at the end of their lifecycle and are in a state of disrepair. Furthermore they do not provide sufficient dining capacity for the needs of their respective users. The replacement building would provide a modern cooking and dining facility (with increased pupil capacity) for the existing and future users of both schools. The development would therefore benefit the existing and future users of both schools and is considered to be acceptable in principle particularly given the strong policy support for enhancements to existing education facilities.

The application site was subject to a similar application in 2020 (17997/APP/2020/4257) which was approved but not implemented. The proposal in terms of scale, location and function was the same and whilst the permission may have expired it should be given weight in the determination of this planning application given that it was determined on 11-02-21 (i.e against current London and Local Plan policies).

During the process of the application concerns were raised regarding the design of the building, landscaping and the development's impact on trees at the site. Conditions have been recommended (if the application is approved) to ensure that important trees are retained and protected, that any trees lost are replaced and that full landscaping and building material details are provided prior to the commencement of any works at the site. It is therefore considered that the concerns raised are overcome by the recommended conditions.

Overall it is considered that the development would cause no harm to the visual amenities of the area, nor would it cause harm to the amenities of neighbouring properties. The new building would benefit the site's existing and future users by providing them with enhanced cooking and dining facilities. No change in staff or pupil numbers is proposed and the provision of 2 additional parking spaces would not give rise to any significant increase in vehicle movements which would be of detriment to the local highways network.

Subject to the recommended conditions, the proposed development is therefore considered to be acceptable, and it is recommended that planning permission be granted.

2. RECOMMENDATION

APPROVAL subject to the following:

1. RES3 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. RES4 Accordance with Approved Plans

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

J10485.000 Rev C
002-SI-XX-00-DR-I-P3 Rev 2
002-SI-XX-00-DR-I-P4
002-SI-XX-00-DR-I-P5
002-SI-XX-00-DR-I-P6 Rev 1
002-SI-XX-00-DR-I-P7 Rev1
002-SI-XX-00-DR-I-P8 Rev 1
002-SI-XX-00-DR-I-P9 Rev 1
P20
002-SI-XX-00-DR-I-P22;

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. RES5 General compliance with supporting documentation

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

Arboricultural Survey BS5837:2012
Design and Accessibility Statement 30/10/2023
Preliminary Ecological Appraisal and Preliminary Roost Assessment 28/09/2023
Flood Risk Assessment 5524-YEAD-ICS-XX-RP-C-07.001

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

4. OM19 Construction Management Plan

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- a) The phasing of development works
- b) Types of vehicles accessing the site, including their ability to enter the shared driveway without affecting neighbouring properties
- c) The hours during which development works will occur
- d) How vehicles will access the site whilst protecting neighbouring sites
- e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
- f) 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)
- g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process

- h) The storage of demolition/construction materials on site
- i) full details of the expected number of construction related staff to be working on the site, as well as where they would park.
- j) restricted times for waste removal and deliveries to between the hours of 9.30 and 3.30
- k) maximum number of HGV vehicle movements
- l) Swept Path analysis drawings demonstrating how cranes would exit and enter the site safely.

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

REASON

To ensure the development causes no harm to the local highways network or pedestrian and road user safety and to safeguard the amenity of surrounding areas in accordance with Policies DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), as well as policies D3 and T6 of the London Plan (2021).

5. NONSC Sustainable Drainage and Water Management

No development above ground level shall take place until a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development

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

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development;
- vi. Provide details of how the building will achieve water efficiency standards defined within Approved Document G of the Building Regulations).

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

6. RES7 Materials (Submission)

No development above ground level shall take place until details of all materials and external surfaces (associated with the proposed development) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

Details of the size and external finish of any proposed signage to be installed or erected on the building shall also be submitted.

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. RES9 Landscaping (car parking & refuse/cycle storage)

No development above ground level shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100) which include a net increase of high quality pollution absorbing trees

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 and collection areas

2.b Means of enclosure/boundary treatments

2.c Hard Surfacing Materials

2.d External Lighting

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

2.f Car parking layout for 25 cars (which includes details of where the 3 accessible parking bays would be located, as well as the provision of 1x passive and 1x active electrical vehicle charging point)

2.g Detailed footpath plans demonstrating how the new building will be accessible via foot to the users of both Yeading Junior School and Yeading Infant and Nursery School

3. Details of Landscape Maintenance

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

3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

8. RES8 Tree Protection

Prior to any development on site, details shall be submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

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

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

5. Where necessary the tree protection measures for the site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

9. RES10 Tree to be retained

The trees, hedges and shrubs shown to be retained (as part of details pursuant to condition 7 of this application) 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 (or after) 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.

10. NONSC **Air Quality Neutral Development**

The heating system installed for the new building shall only be any of the following:

- A heat pump or other zero-emission heat source.
- One or more individual gas boilers with NOx emissions rated at less than 40 mg/kWh.
- The development is connected to an existing heat network.

The development shall be carried out in accordance with the above heating systems and maintained for the lifetime of the development.

Reason: In the interests of improving air quality and ensuring an air quality neutral development in accordance with Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020), Policy SI 1 of the London Plan (2021) and London Plan Guidance: Air Quality Neutral (2023).

11. NONSC **Accessibility**

Notwithstanding any of the hereby approved plans, the proposed building shall be designed to include ramped/level approaches and adequate dimensions of door width and lobby openings to meet the needs of people with disabilities.

REASON

To ensure an Accessible and Inclusive development for all in accordance with London Plan (2021) Policy D5.

12. NONSC **Non Standard Condition**

Prior to first occupation of the new building, the applicant shall submit to and approved in writing by the Local Planning Authority an ecological enhancement plan which includes details of bird and bat boxes to be provided.

The development shall thereafter be retained in accordance with these details.

REASON

In order to encourage wildlife in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

INFORMATIVES

1. I52 **Compulsory Informative (1)**

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

2. I15 **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

3. IT05 **Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

4.

Accessibility

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

- b. Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
- c. Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate d cor to ensure that doors and door furniture can be easily located by people with reduced vision.
- d. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- e. Care must be taken to ensure that overspill and/or other interference from induction loops- in different/adjacent areas- does not occur.
- f. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

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 (2021) and national guidance.

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP GG2	(2021) Making the best use of land
LPP S3	(2021) Education and childcare facilities

LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
NPPF	National Planning Policy Framework 2021

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the south side of Carlyon Road. The site comprises part of the Yeading Junior School campus and part of the Yeading Infant & Nursery School Campus. The site is made up of numerous single and two storey buildings which are both Locally Listed and finished in various materials, as well as benefiting from both soft and hard landscaping. It should be noted that there are various ancillary structures plotted around the wider site which do not form part of the local listing such as the existing two canteen buildings. The wider site comprises MUGA's, playgrounds, additional car parks, greenery and other associated school infrastructure.

Yeading Infant and Nursery School is a mixed school for 3 to 7 year olds, with a current roll of 478 pupils. The adjacent Junior School is also a mixed school for 8 to 11 year olds, with a school roll of approximately 468 pupils. The two schools, although constructed at the same time and immediately adjacent to each other, are separate schools.

Both of the main buildings serving the Yeading Junior School and Yeading Infant and Nursery School are locally listed buildings. Based on the Council's GIS system, part of development site and school grounds is located within Flood Zone 2.

The site has a Public Transport Accessibility Level (PTAL) of 1b and approximately 50 metres north of the site is an area of open space which is designated as Green Belt land.

3.2 Proposed Scheme

Planning permission is sought for demolition of existing single storey buildings and the erection of a new single storey kitchen and dining hall facility with associated external works, which includes minor changes to the Yeading Junior School carpark with layout alterations, a new drop off area and a increase in parking provision from 23 spaces to 25 spaces.

3.3 Relevant Planning History

17997/AA/98/2214	Yeading Junior School Carlyon Road Hayes Erection of a single storey extension to provide an assembly hall addition, two changing rooms and toilet
Decision: 09-03-1999	Approve Deemed Hill.

- 17997/AB/99/0138 Yeading Junior School Carlyon Road Hayes
Renewal of planning permission ref.17997M/93/1919 dated 25/01/94; Retention of double mobile classroom
Decision: 23-02-1999 Approve Limited Time
- 17997/APP/2001/252 Yeading Infant School Carlyon Road Hayes
ERECTION OF A SINGLE STOREY EXTENSION WITHIN THE SCHOOL COURTYARD
Decision: 09-04-2001 Approve Deemed Hill.
- 17997/APP/2002/2443 Yeading Junior School Carlyon Road Hayes
ERECTION OF A TWO STOREY AND SINGLE STOREY EXTENSION (INVOLVING DEMOLITION OF EXISTING MODULAR CLASSROOM)
Decision: 21-01-2003 Approve Deemed Hill.
- 17997/APP/2007/159 Yeading Junior School Carlyon Road Hayes
CHANGE OF USE OF CARETAKERS DWELLING (CLASS C3) TO ANCILLARY EDUCATION USE TO PROVIDE MEETING ROOM, CRÈCHE FACILITY FOR 4/5 CHILDREN AND OFFICE
Decision: 14-06-2007 Approved
- 17997/APP/2007/2169 Yeading Junior School Carlyon Road Hayes
ERECTION OF A SINGLE STOREY SIDE EXTENSION TO THE SOUTH-EAST ELEVATION OF THE EXISTING JUNIOR SCHOOL BUILDING.
Decision: 13-09-2007 Approved
- 17997/APP/2007/2334 Yeading Junior School Carlyon Road Hayes
DETAILS OF HOURS OF USE - CONDITION 2, ACCESS ARRANGEMENTS - CONDITION 3, AND SECURITY MEASURES - CONDITION 8 IN COMPLIANCE WITH PLANNING PERMISSION REF.17997/APP/2007/159 DATED 14/06/2007:
CHANGE OF USE OF CARETAKERS DWELLING (CLASS C3) TO ANCILLARY EDUCATION USE TO PROVIDE MEETING ROOM, CRECHE FACILITY FOR 4/5 CHILDREN AND OFFICE.
Decision: 17-09-2007 Approved
- 17997/APP/2009/1148 Yeading Infants School Carlyon Road Hayes
Single storey building for use as childrens and adults centre, with associated parking and play area.
Decision: 31-07-2009 Approved
- 17997/APP/2010/902 Yeading Infants School Carlyon Road Hayes
Details in compliance with conditions 3 (ground levels), 4 (storage of refuse bins), 5 (boundary

treatment), 6 (tree survey), 8 (tree protection), 9 (landscape scheme), 11 (landscape maintenance), 13 (access to building), 15 (security measures), 16 (parking arrangements), 17 (demolition and construction management plan), 18 (secure cycle storage), 19 (sustainable urban drainage) and 20 (materials) of planning permission ref: 17997/APP/2009/1148 dated 31/07/2009: Single storey building for use as childrens and adults centre, with associated parking and play area.

Decision: 04-07-2012 Approved

17997/APP/2011/2029 Yeading Junior School Carlyon Road Hayes

Erection of single storey rear extension to educational premises (former caretaker's house).

Decision: 01-11-2011 Approved

17997/APP/2011/2923 Yeading Infants School Carlyon Road Hayes

Single storey conservatory extension and enclosed link between existing school and childrens centre.

Decision: 25-04-2012 Approved

17997/APP/2013/1343 Yeading Infant School Carlyon Road Hayes

Extension of existing school to provide a new classroom and a new reading room, with associated internal and external works.

Decision: 18-07-2013 Approved

17997/APP/2013/3039 Yeading Infants School Carlyon Road Hayes

Details pursuant to condition 7 (Sustainable Water Management) of planning permission 17997/APP/2013/1343 dated 18/07/2013 for the extension of existing school to provide a new classroom and a new reading room, with associated internal and external works.

Decision: 10-12-2013 Approved

17997/APP/2020/1111 Yeading Infant School Carlyon Road Hayes

Demolition of an existing modular classroom unit and erection of a similar modular unit comprising of two classrooms with all associated external works

Decision: 27-05-2020 Approved

17997/APP/2020/4257 Yeading Infant School Carlyon Road Hayes

Proposed alteration and extension of the existing kitchen and dining hall building

Decision: 11-02-2021 Approved

17997/C/84/1950 Yeading Infant & Junior Schools Carlyon Road Hayes

Householder dev. (small extension,garage etc) (P)

Decision: 04-01-1985 Approve Deemed
Hill.

- 17997/E/86/2194 Yeading Infant & Junior Schools Carlyon Road Hayes
Installation of self closing doors
Decision: 21-01-1987 Approve Deemed Hill.
- 17997/F/87/2179 Yeading Infant & Junior Schools Carlyon Road Hayes
Erection of chain link fence to a height of 3.6M along the frontage of school to Carlyon Road
Decision: 14-12-1987 Approved
- 17997/G/90/0256 Yeading Primary School Carlyon Road Hayes
Erection of a 3.6m high chain link fence to enclose school playing fields
Decision: 21-03-1990 Approve Deemed Hill.
- 17997/K/92/0515 Yeading Junior School Carlyon Road Hayes
Erection of a radio base station including a prefabricated equipment cabin, 2 microwave dishes and security fencing
Decision: 08-07-1992 Approved
- 17997/L/93/1850 Yeading Junior School Carlyon Road Hayes
Erection of a front boundary wall
Decision: 10-01-1994 Approved
- 17997/M/93/1919 Yeading Infants School Carlyon Road Hayes
Erection of a double mobile classroom unit
Decision: 25-01-1994 Approve Limited Time
- 17997/N/93/1976 Yeading Infant School Carlyon Road Hayes
Erection of a nursery school
Decision: 20-04-1994 Approve Deemed Hill.
- 17997/S/94/1215 Yeading Infants School Carlyon Road Hayes
Details of external materials in compliance with condition 5 of planning permission ref. 17997N/93/1976 dated 20/04/94; Erection of a nursery school
Decision: 05-10-1994 Approve Deemed Hill.
- 17997/T/95/0782 Yeading Infants School Carlyon Road Hayes

Erection of a double mobile classroom

Decision: 03-07-1995 Approve Limited
Time

17997/X/95/1836 Yeading Infant & Junior Schools Carlyon Road Hayes

Improvements to existing educational premises involving a single storey extension to Infants School, part single storey, part two storey extension to Junior School, toilet block extension, demolition of old nursery and Junior School single buildings, construction of hard play areas, formation of vehicular turning circle on Carlyon Road and change of use of vacant land to form enlarged school playing field

Decision: 16-02-1996 Approved

17997/Y/96/1082 Yeading Infant & Junior Schools Carlyon Road Hayes

Details of landscaping scheme including siting of hard play areas in compliance with condition 3 of planning permission ref.17997X/95/1836 dated 16/02/96; Improvements to existing educational premises involving a single storey extension to Infants School, part single storey, part two storey extension to Junior School, toilet block extension, demolition of old nursery and Junior School single buildings, construction of hard play areas, formation of vehicular turning circle on Carlyon Road and change of use of vacant land to form enlarged school playing field

Decision: 24-09-1999 Approved

Comment on Relevant Planning History

The sites planning history is set out above, nevertheless it is important to note the following:

Planning permission was granted in 2021 for 'Proposed alteration and extension of the existing kitchen and dining hall building' at Yeading and Infant and Nursery School (App No.17997/APP/2020/4257). The permission has expired and was never implemented.

4. Planning Policies and Standards

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

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

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan Part 2 - Development Management Policies (2020)
- The Local Plan Part 2 - Site Allocations and Designations (2020)
- The West London Waste Plan (2015)
- The London Plan (2021)

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

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

Part 2 Policies:

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 1A Development of New Education Floorspace

DMCI 2 New Community Infrastructure

DMEI 10 Water Management, Efficiency and Quality

DMEI 14 Air Quality

DMEI 2 Reducing Carbon Emissions

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

LPP D12 (2021) Fire safety

DMT 6 Vehicle Parking

LPP D14 (2021) Noise

LPP S3 (2021) Education and childcare facilities

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

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LPP T5 (2021) Cycling
LPP GG2 (2021) Making the best use of land
LPP D2 (2021) Infrastructure requirements for sustainable densities
LPP D3 (2021) Optimising site capacity through the design-led approach
LPP D4 (2021) Delivering good design
LPP D5 (2021) Inclusive design
LPP T6 (2021) Car parking
NPPF National Planning Policy Framework 2021

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date: **24th January 2024**
5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

A total of 73 neighbouring properties were directly notified of the proposal on 18/12/23 and on 02/02/24.

During the consultation periods (21 days and an additional 14 days) no responses were received.

MINISTRY OF DEFENCE (RAF Northolt)

I can confirm that, following review of the application documents, the proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.

Internal Consultees

ACCESS OFFICER:

This proposal seeks to demolish the existing single storey kitchen/dining hall for the Infant and Nursery School to make way for a new single storey facility to be used by the Junior and Infant Schools. The school buildings date back to the 1930s and large pockets of the school appear to be inaccessible to disabled children. This development provides an opportunity to improve accessibility and therefore should be maximised to achieve the best possible outcome for both schools. The proposed plan incorporates two accessible toilets and internal floor area that appears to be level throughout, making the extension fundamentally accessible to disabled pupils and staff. Conclusion: no accessibility objection is raised, subject to the following informatives attached to any approval:

- a. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from

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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 door to ensure that doors and door furniture can be easily located by people with reduced vision.

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

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

f. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

OFFICER COMMENT:

The recommended informatives would be added to the decision notice, if planning permission were granted.

DESIGN OFFICER:

Notwithstanding some of the issues identified below, given the back-of-house location within the site, the largely concealed location secured by the prevailing dense vegetation along the perimeter edge of the wider school site, and the nature of the scheme (budget social infrastructure scheme in response to a directly identified local need), the proposal is broadly supported subject to conditions regarding appearance outlined below. Some comments below for consideration:

- Proposed scale, form and layout are broadly supported. The proposed height and architectural form are largely subordinate to the main buildings and in keeping with the wider context and immediate school surroundings, mimicking a simple form, pitched roof, seemingly utilising largely similar or complementary type and colour of materials. The proposed demolition works and the layout of the new building somewhat rationalise and declutter the circulation and approach from within the wider school site, also contributing towards the definition of an east-west corridor. All of which contributes towards an improved wayfinding within the site.

- The appearance of the proposed form and the overall quality of the new building is considered an improvement when compared to the existing dilapidating structures, demolished as part of the application. The proposed design is highly led by the intended function with a logical arrangement of service areas along the west, contributing towards ease of access and effective circulation, and the dining hall oriented towards and opening onto the adjoining green open spaces to the south-east (maximising visual amenity for the students).

- To enhance the visual appeal and create a more engaging environment for students, the proposed scheme would benefit from additional architectural articulation (e.g. brick coursing details creating some visual interest). This could include designated areas on certain elevations where students can draw or display their artwork, making the space more attractive, student-friendly and happy-looking.
- The extent and quality of the proposed landscaping is largely unclear as it is not clearly outlined in the submitted drawings and CGI views. There are concerns regarding potential loss of open space (some of which may also be used for play space?). There are also concerns over encroachment into existing tree zones and potential loss of mature trees, which not only contribute to the greening but also act as privacy screening on the perimeter edge of the site. There are also concerns regarding potential increase in hard surfacing areas and areas within the site allocated for vehicular circulation and parking.
- Broadly the principle of a brick clad building (brick matching as closely as possible the existing listed buildings on site), metal powder coated openings and rooflight, grey-colour metal roof are supported in principle, subject to details being conditioned. It is currently unclear what is meant by the "proprietary cladding system" proposed for the high levels, however given the example in the DAS it seems that it is some sort of a grey-coloured timber-looking cladding, which seems to be acceptable in principle.
- Due to the lack of detailed information, it is challenging to assess the quality of the proposed architecture. Ideally more information demonstrating the quality of the proposed external envelope (fenestration, details and materials) should be submitted and agreed as part of the application. However, details could be conditionally approved and submitted for discharge at later stage for a scheme of this nature. Nevertheless, the applicant is advised that this information should be provided in due time for review and flexibility should be allowed for any potential quality-required adjustments to ensure acceptable quality

Suggested Conditions

- building typical details at 1:5 or 1:10 (include key elevation)
- landscaping strategy / statement outlining any related landscaping works envisioned as part of the proposed scheme
- landscaping / greening typical details at 1:5 or 1:10 (include key plan)
- boundary treatment typical details at 1:5 or 1:10 (include key plan) - material product data sheets, including precedent photos if available (to include colour and finish specification)
- signage & lighting strategy (including product data sheets, details where applicable)

OFFICER COMMENT:

The visual impact of the proposed development have been assessed in section 7.07 of this report. Relevant recommended conditions would be added to the decision notice, in respect of materials and landscaping if the application is recommended for approval.

TREE OFFICER:

Additional information is needed. The Arb report doesn't tell me which trees will need to be removed, I can see comparing the arb plan with the existing and proposed they will need to remove at least T10 and T11.

OFFICER COMMENT:

The impact of the development on trees at the site has been assessed in section 7.14 of this report. Conditions have been recommended (if the application is approved) to ensure that trees are protected, retained and replaced where lost.

HIGHWAYS OFFICER:

The site is located on Carylton Road, a cul de sac characterised by residential dwellings on its northern side and Yeading Junior, Infants and Nursery Schools on its southern side. School Keep Clear zig zag markings which prevent stopping Mon-Fri 8-10am and 2.30-4.30pm on school entrance markings are provided outside the schools with no parking restrictions on the northern side of Carylton Road, however, the provision of numerous vehicle crossovers serving the residential dwellings restrict opportunities for parking although vehicles park across the crossovers to drop off and pick up children during school start and finish times.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 1b indicating access to public transport is very poor compared to London as a whole suggesting that most trips to and from the application site would be made by the private motor car which fails to concur with the published London Plan (2021) and the Mayors Transport Strategy (2022).

Access

The application proposes to demolish the existing 250m² single storey kitchen and dining hall at the school and replace it with a 970m² single storey kitchen and dining hall to serve both the infant/nursery school and junior school.

Vehicular access to the school would remain as existing which will be acceptable, however, concerns are raised regarding access to the site during the construction phase of the development which should be addressed by a Construction Logistics Plan to concur with Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021) issued by Construction Logistics and Community Safety (CLOCS).

Drawing P20 titled Proposed Parking A3 shows the proposed pedestrian access which would be acceptable, however, details of pedestrian access during the construction phase should be included in the CLP.

Car Parking

Drawing P20 titled Proposed Parking A3 shows the existing and proposed car parking layouts which will replace and retain the existing 25no. parking spaces including 3no. accessible parking spaces which will be acceptable, however, concerns would be raised regarding parking for vehicles displaced during the construction phase.

Electric Vehicle Charging Points (EVCP's)

The London Plan (2021) Table 10.6 - Non-residential Disabled Persons Parking Standards requires that parking for electric vehicles should be provided at a minimum of 5% active 7Kw EVCPs 5% passive 7Kw EVCPs to meet the Mayor's targets. The proposed car park should therefore provide at least 1no. active 7Kw EVCPs and 1no. passive 7Kw EVCP which could be conditioned.

Construction Logistics Plan/Construction Management Plan

Due to the location of the site on A408 High Street, Yiewsley demolition and construction works are likely to impact on the local highway network and therefore a condition should be attached to any approval which requires the submission of a CLP to concur with Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021) issued by Construction Logistics and Community Safety (CLOCS) which must include, but is not restricted, to the following:

- Site hours
- Vehicular access and pedestrian access during the construction phase

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- Car parking for vehicles displaced during the construction phase
- Contractor parking and off-street parking facilities for all vehicles linked to the site
- Contractor compound including office, welfare facilities and materials storage.
- Wheel wash facilities and road sweep
- Dust suppression
- HGV routes to and from the site
- HGV routes within the site
- HGV delivery hours avoiding peak hours and school hours

Recommendation (summary)

The Highway Authority are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and would therefore offer no objection to the application but would require the following conditions to be applied to any approval (Construction Logistics Plan/Construction Management Plan and to secure electric vehicle charging).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 99 of the NPPF (2023) states:

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; and
- b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

Policy S3 of the London Plan (2021) sets out support for improving education and early years provision across London.

Policy DMCI 1 of the Hillingdon Local: Part 2 - Development Management Policies (Jan 2020) states 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.

Having regard for the above policies it is clear that there is significant support at national, regional and local level for the retention and improvement of community facilities.

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

- A) 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).
- B) 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.
- C) The location and accessibility of the site in relation to:
 - i) the intended catchment area of the school;
 - ii) public transport; and iii) 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.
- D) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

Policy DMCI 2 of the Hillingdon Local: Part 2 - Development Management Policies (Jan 2020) supports refurbishment, re-use and provision of new community infrastructure.

Taking into consideration the policy guidance listed above, there is support at national, regional and local level for the enhancement and improvement of educational facilities.

The proposed development seeks to demolish two existing single storey buildings at Yeading Junior School and Yeading Infant and Nursery School. The existing buildings are used as kitchens and dining facilities for their respective schools. They have a combined footprint of approximately 326m². Once demolished, the buildings would be replaced with a new kitchen and dining facility to serve both schools.

Both of the buildings to be demolished are at the end of their lifecycle and are in a state of disrepair. Furthermore they do not provide sufficient dining capacity for the needs of their respective schools or pupils. The demolition and replacement of the buildings is therefore considered to be acceptable.

The replacement building would be 6.7m high and would have a footprint of approximately 734m² and would provide approximately 704m² of internal floor space for users of the schools. The building would contain a large dining hall, plant rooms, toilet facilities and a kitchen; providing its users (from both schools) with up to date and larger dining facilities, subsequently enhancing their eating and schooling experience.

Given the policy support for enhancements to education facilities as set out above, the principle of development is considered to be acceptable.

It should be noted that the proposed building would cover existing lawn and internal access routes around the site and would lead to no loss of playground space.

7.02 Density of the proposed development

Density is relevant to the assessment of residential applications therefore is not relevant to this

application.

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

IMPACT ON LOCALLY LISTED BUILDINGS

Policy DMHB 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) provides guidance for development which would impact upon locally listed buildings. The policy states:

- A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.
- B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.
- C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

The main buildings serving Yeading Junior School and Yeading Infant and Nursery School are Locally Listed buildings.

The development seeks to demolish two existing buildings which are not physically connected to the Locally Listed buildings and to replace them with one new building. The buildings to be demolished are latter additions to the site which provide ancillary functions (canteen) which are in a state of disrepair and therefore they do not contribute positively to the setting of the existing Locally Listed buildings.

The new building would have a contemporary design and would be finished in a mixture of brick and cladding with metal openings. Despite its modern design, the building is considered to be a visual improvement on the buildings to be demolished because of their condition.

Furthermore the new building would add to the mix of uniquely designed buildings that exist on the site and surround the Locally Listed buildings, therefore not appear out of character. Additionally the replacement of two buildings with one would aid in decluttering the setting of the locally listed buildings as indicated by the Heritage and Conservation Officer in his comments (see section 6.2)

Taking into consideration these points the proposal would not give rise to detrimental harm to the locally listed buildings or their setting and would in-fact be considered an improvement.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:

- A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
- B) In consultation with the Airport Operator, the Council will ensure that:
 - i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
 - ii) sensitive uses such as housing, education and hospitals are not located in areas significantly

affected by aircraft noise without acceptable mitigation measures.

The development involves the demolition of single storey buildings and the erection of a single storey building. Due to the nature of the development and the height of the proposed building, the development would have no adverse impact on airport safeguarding. As such, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Due to the single storey design of the building, its position within the site amongst other buildings and its separation distance from Green Belt land located to the north of the site, the proposed development would have no adverse impact on the openness of the Green Belt or its purposes.

7.07 Impact on the character & appearance of the area

Paragraph 135 of the NPPF (2023) states 'Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: '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, 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.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

As set out above, the buildings to be demolished are in state of disrepair, as such their demolition would have no adverse impact on the appearance of the site or wider context. The new building would have a contemporary design and would be finished in a mixture of brick and cladding with metal openings. As buildings within the site, vary in height, design and external finish the new building would not appear out of character. Notwithstanding this point, further material details are required and will be subject to the imposition of a condition for the submission of a material schedule to be determined by the local planning authority, if minded to approve the application.

In terms of height, the building would be single storey and sit below or in line with the ridges of neighbouring buildings on the site, the scale of the building is therefore considered to be acceptable. The building would be approximately 70m away from Carlyon Road, 80m away from Shaftesbury Way and over 100m from Yeading Lane. Due to its separation distance from surrounding roads and position in the middle of the site amongst other buildings (both larger and smaller), the new building would not be visible from public vantage points and would have no adverse impact on the appearance of the area.

In terms of site layout, the new building would be in a similar position to the existing dining hall at Yeading Infant and Nursery School. The existing building is located within the middle of the site near to both schools. In the proposed position the building would be accessible to the users of both schools.

The proposed car park alterations are surface level and would have no adverse impact on the appearance of the site or area.

As set out above, to ensure that the proposal has an acceptable visual impact on the site, conditions are recommended to ensure that appropriate materials are used in the construction of the building and that any new landscaping compliments the site, its use and its existing buildings.

Taking into consideration the above, the development is considered to have an acceptable visual impact.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Similarly, Policy D3 of the London Plan (2021) states that development proposal should 'deliver appropriate outlook, privacy and amenity'.

The new building would be approximately 80m away from properties on Carlyon Road, 55m away from those on Shaftesbury Way and over 100m from those on Yeading Lane. Due to its separation distance from the mentioned properties and position in the middle of the site amongst other buildings (both larger and smaller), the new building would cause no adverse loss of light or outlook to

neighbouring properties. Nor would it cause any harmful loss of privacy.

The proposal includes no increase in pupil or staff numbers and is therefore unlikely to lead to any harmful increase in activity or noise generation from the site. Construction noise and additional movement related impacts (associated with people and vehicles) will be managed by recommended conditions which require a Construction Management Plan.

It should also be noted that construction works are temporary and therefore so are the associated impacts. The Environmental Protection Act (1990) and Pollution Act (1974) are in place to ensure that construction works are carried out in an appropriate and environmentally friendly manner.

Taking into consideration the above the proposal is considered to have an acceptable impact on neighbouring amenities.

7.09 Living conditions for future occupiers

Not applicable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.'

Policy DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

The existing access for Yeading Junior School would be utilised and retained for the proposed development. A total of 23 car parking spaces exist at the site at present and 25 are proposed. Taking into consideration that no increase in pupil or staff numbers is proposed and that the site would have more parking space than existing, it is considered that adequate parking space would remain for the sites users. Furthermore 3 of the 25 spaces are to be accessible spaces.

Due to the minor increase in parking spaces (2) the proposal would not lead to any significant increase in vehicle movements. Appropriate space exists within the site and between parking spaces for vehicles to enter the site in a forward gear, turn and then leave in a forward gear. The parking layout is therefore considered to be acceptable.

A new vehicle drop off area will be created within the site, allowing for the safer collection and drop off of pupils.

If approved, a condition is recommended requiring a Construction Management Plan to ensure that the development is carried out in a neighbourly manner, which limits its impact on the local highways network during construction. Similarly, a condition requiring Electrical Vehicle charging points would be added to promote sustainable means of transport to the site.

In commenting on the application, the Council's Highway Officer has raised no objection to the proposed development, subject to conditions, which are to be added if the application is approved.

Taking into consideration the above the proposal is considered to have an acceptable impact on the local highways network.

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

ACCESS

Please see Section 07.12 of the report.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (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. Where relevant, these should be included in the Design and Access Statement. 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.

This is supported by Policy D11 of the London Plan (2021).

The development would not compromise the security of the school site and would be located within a contained area of the site. The development is considered to accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states Development proposal should achieve the highest standards of accessible and inclusive design. They should:

- 1) be designed taking into account London's diverse population
- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
- 4) be able to be entered, used and exited safely, easily and with dignity for all
- 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

In terms of location, the new building would be sited between Yeading Junior School and Yeading Infant School. The building would therefore be accessible to the users of both schools. Disabled parking is proposed and a landscaping condition has been recommended to ensure that the spaces closest to the school buildings are allocated for less-able bodied vehicle users. Footpath plans would also be secured through a landscaping condition to ensure that the building is accessible to both sets of students.

Internally, all of the new facilities (dining hall, toilets and kitchen) would be at ground floor and therefore they would be accessible to their users.

The submitted plans suggest that the entrances and exits of the building would be built at ground level, allowing for step free access in and out of the building.

The Borough's Access Officer has been consulted on the development and has raised no objection to the proposal subject to the inclusion of informatives which would be added to the decision notice, if the application were approved.

The development is therefore considered to be acceptable in terms of accessibility, subject to conditions.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

TREES

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. 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.

There are no Tree Preservation Orders or Conservation Area designations affecting the site and its trees. Nevertheless a tree survey has been submitted in support of the application. The survey (when assessed alongside the proposed site plan) suggests that T10 (Cat B tree) and T11 (Cat C tree) would have to be removed to accommodate the new building. Whilst the loss of the trees is regrettable, a landscaping condition has been added to ensure that a net increase of high quality pollution absorbing trees are provided to enhance the site and improve the Borough's Air Quality. The loss of the two trees, neither of which are Cat A trees, is therefore considered to be acceptable.

If approved, a condition is also recommended requiring the submission of a tree protection plan. The plan would ensure that all other trees surrounding the new building and buildings to be demolished are protected during construction and retained on site thereafter.

As such, the proposal is considered to be in accordance with Policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

LANDSCAPING

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 (amongst other things) that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit and that development proposals will be required to provide a landscape scheme. The policy also seeks to protect existing trees through tree root protection areas and an arboricultural method statement where appropriate. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

The application would involve the alterations to the hardstanding area where the existing building to be demolished is located. The Urban Design Officer has raised a comment regarding the potential increase in hard standing. There is a minor increase in hardstanding to accommodate the re-organisation and minor increase in car parking therefore a condition pertaining to the submission of a landscaping scheme which secures improvements including tree planting would be added to the decision notice should the Council be minded to approve the application.

Taking these points into consideration the development would comply with policies set out above.

ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

The site comprises hard landscaping, hedging, trees and lawn. It does not contain any ponds, open woodland or dense scrub and shrubbery. There are no protected sites of ecological interest adjacent to the site. It is therefore considered that the likelihood of protected species being present at the site is low and this is confirmed in the submitted ecological survey. Notwithstanding this point, the preliminary assessment sets out the requirement for enhancements in order to demonstrate a net gain which includes bird and bat boxes. As such an ecological enhancement condition is suggested to be attached to the decision notice if minded to approve the application.

In addition, in the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant(s) must fulfil their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010.

7.15 Sustainable waste management

Policy DMHB 11 states:

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.

If approved, a requirement will be included within the landscaping condition requiring details of where waste will be stored and collected.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.

The existing buildings are constructed of rendered concrete and have single glazed windows. The proposed building would be constructed of brick and cladding with double glazed windows and would therefore be more energy efficient. Especially as it would be built in accordance with up to date building control standards, unlike the buildings it is to replace.

Furthermore solar panels are proposed on the roof of the building, giving the schools the potential to generate their own energy which could be used within the building or on the wider site. EV charging points would be secured via condition to encourage more sustainable modes of transport to the site.

Taking into consideration these points the new building would be acceptable in terms of meeting sustainability and energy efficiency aims set out in the Local and London Plan.

7.17 Flooding or Drainage Issues

Policy SI12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals 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 DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (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 DMEI 10 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 runoff rates will be refused.

The proposed building would be located within Flood Zone 1 and 2. The use proposed is a more vulnerable use. The NPPF and PPG advise that more vulnerable development is appropriate in Flood Zones 1 and 2 and that no sequential or exceptions test is required.

Nevertheless, paragraph 173 of the NPPF (2023) states that:

When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

A Flood Risk Assessment has been submitted in support of the proposed development (5524-YEAD-ICS-XX-RP-C-07.001). The report states there to be a low risk to most sources of flooding including overland and groundwater but a medium risk of fluvial flooding. This means land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. Overall the FRA provides a robust assessment of the potential flood risk and upon the use of mitigation it would be considered low risk.

Whilst the site is located within a flood risk area, the proposal does involve the demolition of two existing structures which in itself would have a positive impact on flood risk within this area. Notwithstanding this point it is noted that the proposed new building would be larger than the combined floor area of the existing two buildings therefore mitigation measures must be provided. A series of mitigation measures are set out in the FRA and these include the use of lime plaster and waterproof screed, raising kitchen equipment up on plinths, waterproof materials to be used to construct the internal layouts, fitting no-return valves to the waste and mains pipes and internal doors to be installed with lift off hinges to allow for easy removal in the case of an evacuation.

Notwithstanding the mitigation measures set out in the submitted document, if minded to approve the application a condition requiring the submission of a sustainable urban drainage plan would also be recommended to ensure that drainage water is appropriately managed on the site.

Taking into consideration the above the proposal is considered to accord with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

Hillingdon Planning Committee - 14th March 2024

PART 1 - MEMBERS, PUBLIC & PRESS

NOISE:

Issues regarding the developments noise impacts have been discussed in section 7.08 of this report.

Should the application be approved a condition requiring a Construction Management Plan would be recommended, in order to ensure construction noise and disturbance during the construction phase is minimised as far as practicable.

AIR QUALITY:

Policy EM8 of the Hillingdon Local Plan: Part 1 (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 SI 1 of the London Plan (2021) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (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 proposed development site is located within a Hillingdon Air Quality Management Area.

The proposal involves an increase in two parking spaces at the site. Due to the minor increase in parking and the fact that pupil and staff numbers are to remain unchanged the proposal is not considered to lead to any significant increase in vehicle movements which would have a notable adverse air quality impact. Furthermore new pollution absorbing trees are to be planted at the site, which would aid in offsetting any increases emissions. New EV (electrical vehicle) charging points are also proposed encouraging the use of electric cars within the site. A condition is also recommended to secure low emission heating is installed in the new building. Taking into consideration these points the development is considered to have an acceptable air quality impact.

7.19 Comments on Public Consultations

The issues raised during the consultation process have been addressed in the sections above.

7.20 Planning obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre. The proposed development is not CIL Liable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Not applicable.

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

Both of the buildings to be demolished are at the end of their lifecycle and are in a state of disrepair. They are therefore suitable for demolition and replacement. The new building would provide a modern cooking and dining facility (with increased pupil capacity) for the existing and future users of both schools, improving their eating and schooling experience.

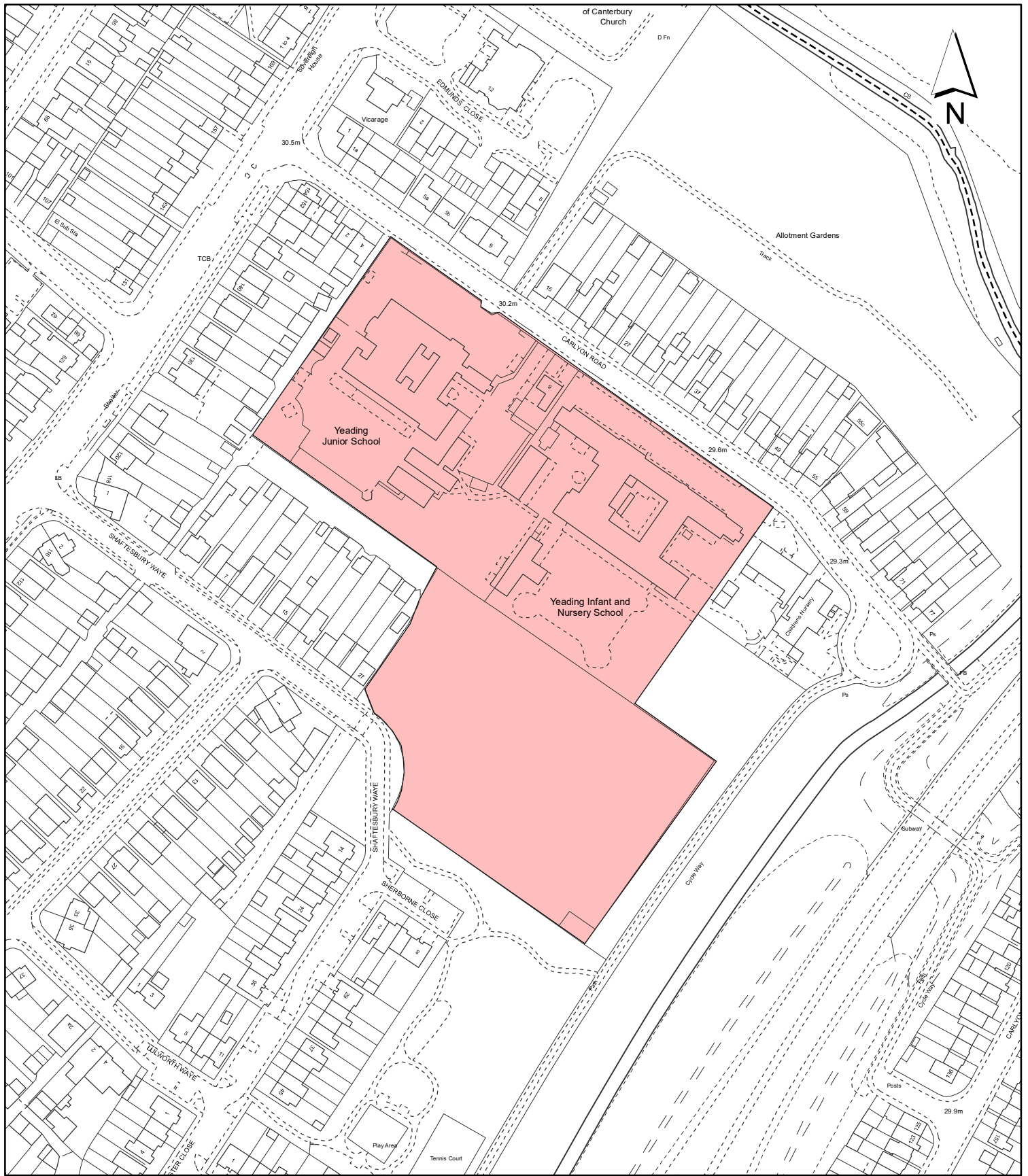
Overall it is considered that the development would cause no harm to the visual amenities of the area, nor would it cause harm to the amenities of neighbouring properties. The new building would benefit the sites existing and future users by providing them with enhanced cooking and dining facilities. No change in staff or pupil numbers is proposed and therefore activity at the site is would be similar to existing. The new parking arrangement would create a designated drop off point for the sites users, improving safety during collection and drop off. 3 accessible parking bays are to be provided, which would assist in helping the sites less-abled vehicle users. Furthermore the provision of 2 additional parking spaces would not give rise to any significant increase in vehicle movements which would be of detriment to the local highways network.

For the reasons set out in detail within this report, it is recommended that planning permission be granted, subject to conditions.

11. Reference 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)
The West London Waste Plan (2015)
The London Plan (2021)
NPPF (2023)

Contact Officer: Haydon Richardson **Telephone No:** 01895 250230



Notes:

 Site boundary

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Site Address:

Yeadon Infant School

Planning Application Ref:

17997/APP/2023/3294

Planning Committee:

Minor

Scale:

1:2,000

Date:

March 2024

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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