

PLANNING, DESIGN AND ACCESS STATEMENT

Planning Application to extend the existing 2-storey student accommodation facility (currently comprising 2 cluster flats / 29 bedrooms) to provide a further 5 bedrooms in an additional storey within the existing second floor roof void

**Maksons House
52 Station Road
West Drayton
Middlesex
UB7 7BT**

MARCH 2019

**PLANNING, DESIGN AND ACCESS STATEMENT
MAKSONS HOUSE, 52 STATION ROAD, WEST DRAYTON, MIDDLESEX, UB7 7BT**

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Appendix 1 – Transport for London PTAL Report

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**PLANNING, DESIGN AND ACCESS STATEMENT
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1 INTRODUCTION

- 1.1 This statement outlines the process that has led to the formulation of the proposed development and assesses the proposal against national and local planning guidance and policy. This statement is to be read in conjunction with the submitted drawings and other documentation.
- 1.2 The application seeks planning permission *“to extend the existing 2-storey student accommodation facility (currently comprising 2 cluster flats / 29 bedrooms) to provide a further 5 bedrooms in an additional storey within the existing second floor roof void”* at 52 Station Road, West Drayton.
- 1.3 The design for which planning approval is now sought has been arrived at by a thorough analysis of, and response to, the 3 reasons contained in the Refusal of Permission (44606/APP/2018/373) dated 2nd May 2018.
- 1.4 The first reason for refusal cited ‘the loss of the distinctive roof form and dormer windows which would seriously undermine the architectural interest and existing unique profile of the locally listed building’. We therefore sought the advice of The Heritage Practice, which has provided the requisite specialist historic / architectural guidance on which our design proposals are based. This guidance is fully illustrated in the Heritage Appraisal accompanying this application.
- 1.5 The second reason for refusal cited ‘the absence of a satisfactory S106 agreement to secure the use of the building as student accommodation’. Notwithstanding the fact the building is currently in use as student accommodation (for which it has a formal planning approval underpinned by a S106 agreement), we confirm that the Applicants are willing and able to enter into a further satisfactory S106 agreement to secure this use.
- 1.6 The third and final reason for refusal stated that ‘in the absence of a satisfactory S106 agreement to secure a permit free development, the proposal does not make adequate provision to prevent exacerbation of on-street parking within the vicinity of the site’. The property already benefits from 7 on-site car parking spaces. However, none of these spaces are being used by any of the existing 29 student residents as there is neither the demand, nor does their lease permit them to bring cars to the property. The management team enforces this regime. We confirm that the Applicants are willing and able to enter into a further satisfactory S106 agreement formalising the stipulation of the lease agreements with the student residents.
- 1.7 This application is being submitted in response to the continued demand for high-quality student accommodation locally. London has 55,000 overseas students who contribute £4.5bn to the national economy, but there are insufficient good quality residential facilities to accommodate them and to sustain this level of inward investment. The London Boroughs serving Brunel University are particularly lacking in such student accommodation.

2 SITE AND SURROUNDING AREA

- 2.1 This application relates to the existing student accommodation building located at the junction of Station Road and Swan Road within Yiewsley and West Drayton Town Centre; classified as a District Centre on Map 5.3 of the Council's Local Plan Part 1.
- 2.2 The building is locally listed but is not within a Conservation Area.
- 2.3 The site is towards the edge of the town centre and is within a secondary shopping parade. To the south of the application site, on the same side of the street and within the town centre is 70, Station Road. This was formerly in commercial use being occupied by a car dealership with a retail frontage display where cars were positioned and a workshop to the rear.
- 2.4 The application site is bounded to the south by Swan Road, to the east by Station Road, to the west by a former telephone exchange building in use by British Telecom and to the north by the access/service road to the site, beyond which is a café with residential above.
- 2.5 The application site benefits from 7 car parking spaces and rear servicing. At the Swan Road/Station Road junction there is an open hard surfaced area.
- 2.6 The site is on a designated cycle route and several bus routes as identified in the Transport for London assessment found at Appendix 1 and has a PTAL rating of 3.

3 RELEVANT PLANNING HISTORY

- 3.1 On the 12th September 2000 planning permission was sought for the *"formation of access and installation of six car parking courtyard area and erection of 1.8 metre high iron railings (involving demolition of part ground floor of building)."* The application was approved on the 29 January 2001. Local Planning Authority referenced 44606/APP/2000/2063.
- 3.2 On the 4th February 2002 planning permission was sought for the *"erection of first and second floor rear extension and change of use from retail (Class A1) to a 47-bedroom hotel (Class C1)".* Planning permission was refused on the 24 April 2002. Local Planning Authority referenced 44606/APP/2002/285.
- 3.3 On the 22nd October 2003 a planning application seeking permission for the *"erection of a first floor and second floor extension to roof"* was submitted to the Council. The application was approved on the 6th July 2004. Local Planning Authority referenced 44606/APP/2003/2493.

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- 3.4 On the 5th February 2008 a planning application seeking planning permission for the *“formation of access and installation of a six car parking courtyard area and erection of 1.8 metre high iron railings”* was validated. The application was approved on 1 April 2008. Local Planning Authority referenced 44606/APP/2008/19.
- 3.5 On the 26th March 2014 a planning application seeking planning permission for the *“conversion and refurbishment of existing building to create a mixed-use development comprising 10 x retail units (Use Class A1) at ground floor level, and 8 x residential units at first and second floor level, together with associated car parking and amenity space”* was validated. This application was withdrawn on the 19 May 2014; Local Planning Authority referenced 44606/APP/2014/943.
- 3.6 On 21st October 2014 a planning application seeking planning permission for the *“conversion of existing retail and warehouse building to provide student accommodation comprising 29 student rooms, plus communal living/dining room and kitchen/laundry”* was validated. This application was withdrawn on the 15 December 2014; Local Planning Authority referenced 44606/APP/2014/3463.
- 3.7 On 13th July 2015 a planning application seeking planning permission for the *“conversion and extension of existing 2-storey retail unit and offices to create student accommodation comprising 2 cluster flats containing 29 self-contained rooms with ensembles and kitchenettes, plus communal living/dining, kitchen and laundry areas, external amenity space, cycle parking and car parking”* was validated. This application was approved on 1st March 2016; Local Planning Authority referenced 44606/APP/2015/2367.
- 3.8 On 12th February 2018 a planning application seeking planning permission for the *“extension of the existing 2-storey student accommodation facility (currently comprising 2 cluster flats / 9 bedrooms) to provide an additional storey with a 3rd cluster flat / 11 additional bedrooms on the first and second floors to the rear of the property”* was validated. This application was refused under delegated powers on 2nd May 2018; Local Planning Authority referenced 44606/APP/2018/373.

4 PLANNING POLICY

- 4.1 The development plan for the Council comprises the following:
- The Hillingdon Local Plan Part 1 – Strategic Policies adopted on 8 November 2012;
 - The extant 2007 Saved Unitary Development Plan policies also adopted on 8 November 2012 to serve for an interim period as the Hillingdon Local Plan Part 2; and
 - The London Plan (March 2015)

Local Plan Part 1 Strategic Policies

- 4.2 Policy E5 Towns and Local Centres is informed by the Council's strategic objective SO16 to *"manage appropriate growth, viability and regeneration of town and neighbourhood centres."* (SO16) In Hayes and in Yiewsley and West Drayton, the Council will allocate land for mixed-use employment, residential and transport-led regeneration schemes. (Paragraph 5.41).
- 4.3 Policy E5 aims to help diversify the future role of Hillingdon's centres and build on their unique advantages like specialist retail and service offer, access to public transport, affordable small office units and opportunities for social interaction. It will encourage investment in the historic environment of the borough's centres, recognising its importance to their continued vitality and viability.
- 4.4 Strategic Objective 21 seeks to *"improve public transport services between the north and the south of the borough to ensure easier access between residential areas such as Northwood and South Ruislip, Hillingdon Hospital, Brunel University, Stockley Park and Heathrow Airport."*
- 4.5 Policy BE1 requires proposals to improve and maintain the quality of the built environment. The fifth strand of this policy is particularly relevant it seeks to:
- "Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance."*
- 4.6 Policy HE1 outlines the Council's aim to conserve and enhance inter alia the wider historic landscape, which includes: locally listed buildings.

Saved Unitary Development Plan Policies

- 4.7 Policy BE8 requires proposals to extend historic buildings not to damage their special interest and to harmonise with the building and its environs.
- 4.8 Policy BE12 seeks to retain historic buildings in their historic use but will allow other uses to secure the future of the building.
- 4.9 Policy BE13 is a more general policy relating to all buildings and requires development to harmonise with the local area.

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- 4.10 Policy BE15 requires additions to buildings to complement their appearance.
- 4.11 Policy BE18 encourages designs to incorporate natural surveillance and ensure pedestrian safety is enhanced and not endangered.
- 4.12 Policy BE20 seeks to ensure adequate daylight/sunlight is received in developments and safeguarded in existing houses.
- 4.13 Policy BE21 safeguards residential amenity from extensions/new buildings.
- 4.14 Policy BE23 looks to ensure adequate external amenity space is provided in developments.
- 4.15 Policy BE24 seeks to safeguard privacy.
- 4.16 Policy AM9 highlights cycle parking requirements.
- 4.17 Policy AM14 relates to car parking provision.

The London Plan

4.18 POLICY 3.8 HOUSING CHOICE

Strategic

- A Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.

LDF Preparation and Planning Decisions

- B To inform local application of Policy 3.3 on housing supply and taking account of housing requirements identified at regional, sub-regional and local levels, boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that:
 - h Strategic and local requirements for student housing meeting a demonstrable need are addressed by working closely with stakeholders in higher and further education and without compromising capacity for conventional homes.

4.19 POLICY 3.18 EDUCATION FACILITIES

Strategic

- A The Mayor will support provision of childcare, primary and secondary school, and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice, including in parts of London with poor educational performance.

Planning decisions

- C Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes.

LDF preparation

- L Boroughs should support and maintain London's international reputation as a centre of excellence in higher education.

4.20 The London Plan at paragraph 3.1.59 states:

“Directly and indirectly London's higher education sector is an important part of London's offer as a world city, as well as meeting national and more local education needs and contributing to its economy. While many students live at home or find housing in the private rented sector, specialist student accommodation makes an essential contribution to the attractiveness of London as an academic centre of excellence.”

4.21 In terms of future need paragraph 3.52 of the London Plan advises:

“While there is uncertainty over future growth in the London student population and its specialist accommodation needs, including the unmet demand, there could be a requirement for some 20,000 – 31,000 places over the 10 years to 2025/3. New provision may also tend to reduce pressure on other elements of the housing stock currently occupied by students, especially in the private rented sector. The SHLAA has identified a pipeline of circa 20,000 student bed spaces 2015–2025.”

4.22 The Greater London Authority's Housing Supplementary Planning Guidance issued in November 2012 informs at paragraph 7.4.4:

“The Outer London Commission and independent consultants confirm that ready accessibility to facilities and particular scope for social interaction may make town centre and edge of centre locations attractive for specialist, higher density provision for some active, older Londoners, especially in light of the Mayor’s new housing standards which will ensure good quality accommodation including private open space/balconies. Similarly, the Commission advises that access to facilities, including the night time economy, and to the public transport system, can make town centres attractive for high density, relatively affordable provision for students, especially if this is within 30 minutes travel time of their universities (see Part 3 of this SPG).”

5 THE PROPOSAL

Proposed Use and Layout

- 5.1 Planning permission is sought to extend the existing 2-storey student accommodation facility (currently comprising 2 cluster flats / 29 bedrooms) to provide a further 5 bedrooms in an additional storey within the existing second floor roof void.
- 5.2 The existing ground floor accommodates a secure entrance lobby area with a door providing access to the external amenity area and secure cycle parking, with the stairs to the upper floor immediately encountered. A centralised corridor forms the spine of the internal spatial layout and is replicated at first floor level. This provides access to 17 self-contained student rooms, plus a large communal living / dining room and a separate communal kitchen / dining room at the furthest end. There is also a services cupboard and another flight of stairs leading to the first floor with a secondary exit door for ease of access to the car park and for refuse disposal.
- 5.3 At first floor level a further 12 rooms are currently afforded with 11 to the front of the building and only one accommodated to the rear. All of the student rooms throughout the building provide for residents’ everyday needs with a small kitchenette, ensuite, bed, wardrobe, study area with high speed broadband, space for a wall mounted TV and armchair. These rooms are serviced by a corridor linking the 2 stair cores, which is capable of serving a further 5 student rooms to the rear of the building.
- 5.4 The 5 additional student rooms will be entirely contained within the existing roof void, which will become the second floor level. These rooms will be accessed from 3 new stairs located on the north side of the first floor spine corridor. Two of the stairs will protrude through the pitched roof line on the rear elevation of the building and be accommodated in new contemporary dormers. These dormers will not be visible from the public realm. The third stair is entirely contained within the building’s existing envelope and will not therefore be visible externally. Each new student room will be naturally lit and ventilated by a rear-facing conservation-style roof window.

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- 5.5 The 2 stair cores will be extended vertically by a further storey to provide access to a second floor of accommodation at the current roof level. This floor will accommodate a further 6 student rooms with ensuite and kitchen facilities. These 6 additional rooms will be located directly above the 5 additional rooms on the first floor.
- 5.6 The proposed extension will be almost entirely accommodated within the building's existing envelope, with only the two new contemporary dormers added to the rear elevation, which is not visible from the public realm. Consequently, the public face of the existing building and its presence in the street scene will remain unaltered.
- 5.7 Externally, the building will continue to benefit from 7 parking spaces and a pleasant sitting out / external amenity area with southerly, westerly and easterly aspects. This area has been soft / hard landscaped and also provides secure cycle storage spaces.

Design

- 5.8 The design of the internal layout maximises the use of the building's existing infrastructure.
- 5.9 The design has been informed by the feedback received in earlier applications and the Council's wish for the principal elevation to remain unaltered. This proposal secures this aim.
- 5.10 The original decision to seek planning permission for student accommodation at the application site was informed by local knowledge of 2 Universities being located a relatively short distance away in Uxbridge, namely Brunel University to the south of the town and Bucks New University to the north; the proximity of the application site, the local need for student accommodation; the existence of an Article 4 Direction taking away permitted development rights to use single family dwelling houses as Houses in Multiple Occupation in the Uxbridge South and Brunel wards and an excellent regular bus services (222, U1,U3 and the U5) to and from Uxbridge as well as being accessible by other modes of transport including bicycle, taxi and the private car.
- 5.11 The more recent decision to extend this facility is based on the fact that all of its accommodation is now fully let and there is significant demand for further rooms.

6 ASSESSMENT OF THE PROPOSAL

- 6.1 This application has been submitted following the approval of planning application referenced 44606/APP/2015/2367 which secured planning permission for the:

“conversion and extension of existing 2-storey retail unit and offices to create student accommodation comprising 2 cluster flats containing 29 self-contained rooms with ensuites and kitchenettes, plus communal living/dining, kitchen and laundry areas, external amenity space, cycle parking and car parking”

at Maksons House 52 Station Road West Drayton.

Current Submission

- 6.2 Paragraph 14 of the National Planning Policy Framework advises that:

“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking... For decision-taking this means: approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: – any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or – specific policies in this Framework indicate development should be restricted.”

- 6.3 Whilst there is no policy in the Council's Local Plan specific to the provision of student accommodation, it is clear that the existence of 2 major universities within Uxbridge is creating significant demand. This is almost certainly fuelled by an Article 4 direction in place in the Uxbridge South and Brunel wards adjacent to Brunel University taking away permitted development rights to use single family dwelling houses as houses in multiple occupation.

- 6.4 The London Plan at paragraph 3.1.59 states *“directly and indirectly London's higher education sector is an important part of London's offer as a world city.... **specialist student accommodation makes an essential contribution to the attractiveness of London as an academic centre of excellence.**”* (RFP Emphasis)

- 6.5 Furthermore the London Plan informs of the findings of the Outer London Commission and advises *“**that access to facilities, including the night time economy, and to the public transport system, can make town centres attractive for high density, relatively affordable provision for students, especially if this is within 30 minutes travel time of their universities.**”* (RFP Emphasis) (Paragraph 7.4.4)

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- 6.6 The application site is easily within 30 minutes travel time of both Brunel University and Bucks New University and this town centre/edge of centre site benefits from the night time economy and the public transport system referred to in the London Plan.
- 6.7 It can be established that the Local Plan is silent on the matter of the provision of student accommodation and the London Plan positively encourages its provision especially in town centre locations within 30 minutes travel time of the respective universities. The application site is therefore in an appropriate location for the provision student of student accommodation, as confirmed by the extant planning approval.

Need

- 6.8 The Council has confirmed that it has no policy on student accommodation and the applicant is unaware of any requirement to demonstrate need. Notwithstanding this absence of policy, it can be clearly demonstrated that the existing facility is now at capacity and its extension will service a tangible, but unsatisfied demand.
- 6.9 In terms of actual need as at March 2017, 12,552 students attended Brunel University (Appendix 2) in the 2016/2017 academic year, of which 2,393 (19%) were from overseas. This is without seeking reliance on students attending Bucks New University.
- 6.10 It is a well-established fact that there is a shortage of housing within the London Borough of Hillingdon; paragraph 5.10 of the Local Plan refers to much needed housing. It is against this backdrop that students are competing with local residents for accommodation. In the interests of sustainability students will live as close to the University's campuses as is practically possible or at least live in areas a little further afield that are in sustainable locations and are accessible by bicycle or by public transport.
- 6.11 The impact of the lack of purpose-built student accommodation provision has impacted on the areas in and around Brunel University. The Council's Interim Planning Policy Document "Houses in Multiple Occupation in the Uxbridge South and Brunel Wards" adopted in May 2013 informs:

*"An evidence base has been considered which explores the distribution and likely impacts of HMOs, **typically occupied by student households**. (RFP Emphasis) This indicates that Uxbridge South and Brunel wards contain the highest concentrations of HMOs in Hillingdon. This indicates there is a need to control the number of HMOs in certain areas and streets where there is over concentration." (Paragraph 1.3)*

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6.12 The effect of this Article 4 direction is to remove permitted development rights allowing a change of use from residential dwellings to HMOs without the need for planning permission; thereby requiring a planning application to be submitted to change a property into a HMO within these areas.

6.13 The Interim Planning Policy Document further advises at paragraph 4.4:

*“The Local Plan recognises that higher education institutions and **the student population form an important element of the community and the presence of a large student population contributes greatly to the social vibrancy of Uxbridge and the local economy.** (RFP Emphasis) The Council are committed to ensuring student needs are met and will continue to work with Hillingdon’s higher education institutions in addressing student housing needs. However, it is also recognised that concentrations of student households, often accommodated in HMOs, can cause imbalances in the local community which can have negative effects. These negative effects can include a rise in anti-social behaviour, increases in crime levels, parking pressures, general increase in demand for local shops such as takeaway establishments, off licenses etc. It can also put pressures on family and starter housing as owner occupiers and buy to let landlords compete for similar properties. It also has implications for non-students seeking accommodation in the private rented sector.”*

6.14 The issue of student accommodation in the form of HMO and the need to control the numbers to ensure existing communities are not adversely affected by an overconcentration in Uxbridge South and Brunel wards is acknowledged in paragraph 5.2.

6.15 The Council’s research shows Uxbridge South and Brunel wards have the three highest concentrations of HMOs by Census of Population output areas: 29%, 28% and 26% respectively. (Paragraph 5.8) The Council’s response to this is to cap the number of HMO in a defined area to 20% of the properties.

6.16 In light of the above it is reasonable to assume that proposals to use the existing housing stock as HMO by students in these 2 wards would be refused planning permission as the existing levels of HMO of 26% - 29% already significantly exceeds the cap. It is therefore necessary for Brunel students to look further afield for accommodation, not forgetting the housing needs of the students at Bucks New University.

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Highways

- 6.17 The Transport for London PTAL search gives this building a rating of 3. This is consistent with the advice contained in the Planning Committee report to Members, which advised that the site at 70 Station Road, to the south of the application site and further away from the railway station, also has a PTAL rating of 3.
- 6.18 7 car parking spaces are currently provided in connection with this building and these spaces will continue to be available and allocated, as required. However, to date, none of the students has requested a car parking space, so the spaces are unallocated / unused.
- 6.19 The proximity of the site to Uxbridge makes it easily accessible by bicycle and to encourage use of this mode of travel 40 secure bicycle spaces are to be provided on-site.
- 6.20 In addition to the above there are a number of bus services linking West Drayton with Uxbridge as identified in the Transport for London report referred to in paragraph 6.24.
- 6.21 Taking the above into account the proposal represents a sustainable form of development with a range of transport options available to ensure there are no adverse impacts on the local highway network.

Refuse Storage

- 6.22 This is discretely located to the rear of the building at its the north-western end immediately adjacent to the vehicle access.

Other Matters

- 6.23 The proposed extension will not adversely impact upon the residential amenities of neighbouring properties given that the building is detached and is separated from neighbours by Station Road, Swan Road and the access drive serving the site. Furthermore, to the rear / west the building is in commercial use by British Telecom.
- 6.24 In terms of the level of amenity afforded to the future student occupiers, all would have a reasonable level of amenity afforded in their rooms as well as benefiting from the internal communal provision of facilities, external amenity space and secure cycle spaces. All the rooms would benefit from natural light from the new roof windows and good levels of privacy would be afforded given the orientation of these windows.

7 CONCLUSION

- 7.1 The proposed additional student accommodation has been carefully thought out with the extension responding to the existing built form and maximising the building's established infrastructure.
- 7.2 The proposal will provide much-needed additional student accommodation in a sustainable location. It will also reduce the pressure on the existing housing stock and bring more spending power to this part of the "Centre" to the benefit of the other retail uses.
- 7.3 The proposal represents a sustainable form of development as it has the 3 dimensions listed in paragraph 7 of the National Planning Policy Framework. The proposed development has the following roles: economic, social and environmental. 'Economic' as it is securing investment both in the short and long term with the initial investment and building works and the on-going requirements of 29 students / new customers for local shops and services. 'Environmental' as it is securing the future of a locally listed building, providing additional student accommodation in an area that is not dependent on the private motor car. Finally, it performs a 'social' role by providing for a student community and reducing pressure on other communities where houses could be lost to HMO use as identified by the Council's own evidence in Uxbridge South and Brunel wards.

Appendix 1

Transport for London PTAL Report

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20151606125214
Description 20151606125214
Run by user PTAL web application
Date and time 16/06/2015 12:52

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 506056, 179884

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	WEST DRAYTON STATION	U1	357.63	4.0	0.5	4.47	9.5	13.97	2.15	1.07

PTAI Study Report File Details

Date 16/06/2015 12:52

Day of week M-F

Time period AM peak

Walk speed 4.8 kph

Walk file PLSQLTest

POI Name: 506056, 179884

Bus Services

Reliability factor for this mode is 2

Maximum walk time for this mode is 8 minutes

Maximum walk distance for this mode is 640.0 metres

Stop HIGH STREET YIEWSLEY

Walk time to stop from POI is 6.88 minutes

Walk distance to stop from POI is 550.24 metres

Route U1 Direction OUT Frequency 4.0 giving AWT of 7.5 minutes

Route U1 Direction BACK Frequency 4.0 giving AWT of 7.5 minutes

Route U3 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Route U3 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Route 222 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 222 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 222 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 222 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route U5 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Route U5 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Stop HORTON ROAD ALBERT ROAD

Walk time to stop from POI is 6.76 minutes

Walk distance to stop from POI is 540.6 metres

Route 350 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Route 350 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Stop WEST DRAYTON STATION

Walk time to stop from POI is 4.47 minutes

Walk distance to stop from POI is 357.63 metres

Route U1 Direction BACK Frequency 4.0 giving AWT of 7.5 minutes

Route U1 Direction OUT Frequency 4.0 giving AWT of 7.5 minutes

Appendix 2
Brunel University Student Numbers

NOTES

Financial data are for the year ending 31 July 2016 as published in University Financial Statement 2015-16 <http://www.brunel.ac.uk/about/campus/financial-statements>

Staff numbers are as recorded on 1 December 2016 and are headcount, in all cases.

Student numbers are as recorded on 1 December 2016 and are headcount, in all cases. Full time data includes students on sandwich placements.

University Website: <http://www.brunel.ac.uk>



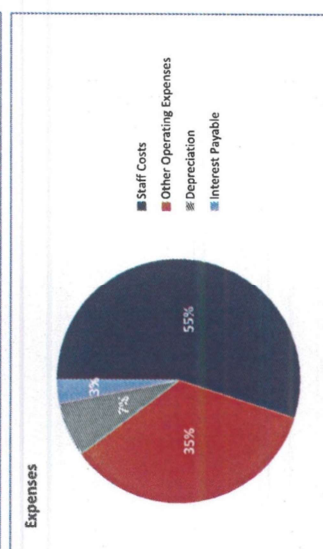
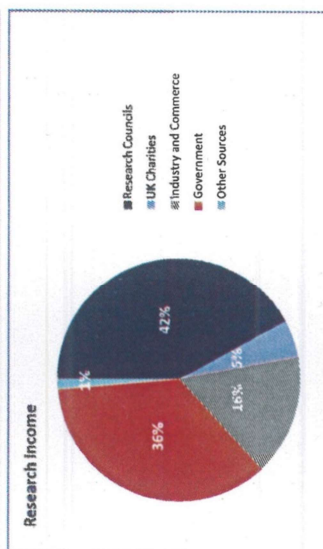
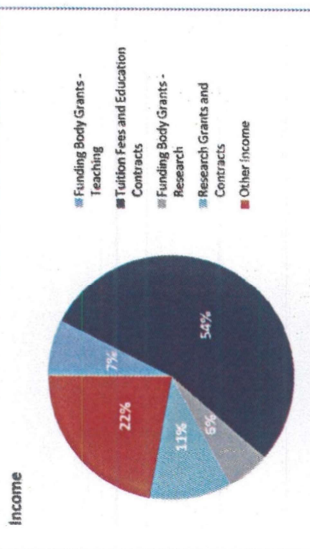
Facts and Figures



March 2017

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DPS_0192



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Student Numbers 2016-17

Home/EU Students	UG	PG Taught	PG Research	Total
College of Business, Arts and Social Sciences	3,466	525	100	4,091
Brunei Business School	985	65	23	1,073
Dept of Arts and Humanities	427	56	26	509
Dept of Economics and Finance	505	26	7	538
Dept of Education	96	202	9	307
Dept of Politics, History and Law	872	103	18	993
Dept of Social Sciences, Media and Communications	581	73	17	671
College of Engineering, Design and Physical Sciences	2,869	490	139	3,498
Dept of Computer Science	581	47	31	659
Dept of Design	430	21	6	457
Dept of Electronic and Computer Engineering	348	61	22	431
Dept of Mathematics	491	3	8	502
Dept of Mechanical, Aerospace and Civil Engineering	1,019	358	72	1,449
College of Health and Life Sciences	2,029	469	72	2,570
Dept of Clinical Sciences	552	326	11	889
Dept of Life Sciences	1,477	143	61	1,681
Grand Total	8,364	1,484	311	10,159
<i>Of which are Part-Time</i>	<i>242</i>	<i>533</i>	<i>141</i>	<i>916</i>

Overseas Students	UG	PG Taught	PG Research	Total
College of Business, Arts and Social Sciences	710	540	165	1,415
Brunei Business School	404	384	95	883
Dept of Arts and Humanities	26	11	3	40
Dept of Economics and Finance	133	39	19	191
Dept of Education	4	2	4	10
Dept of Politics, History and Law	107	69	35	211
Dept of Social Sciences, Media and Communications	36	35	9	80
College of Engineering, Design and Physical Sciences	280	331	208	819
Dept of Computer Science	66	18	40	124
Dept of Design	34	64	7	105
Dept of Electronic and Computer Engineering	61	41	72	174
Dept of Mathematics	12	3	10	25
Dept of Mechanical, Aerospace and Civil Engineering	107	205	79	391
College of Health and Life Sciences	71	62	26	159
Dept of Clinical Sciences	29	27	3	59
Dept of Life Sciences	42	35	23	100
Grand Total	1,061	933	399	2,393
<i>Of which are Part-Time</i>	<i>20</i>	<i>116</i>	<i>26</i>	<i>162</i>
Student Numbers Grand Total	9,425	2,417	710	12,552

Applications and Offers 2016-17

	UG		PGT		PGR	
	Applications	Offers	Entrants	Applications	Offers	Entrants
Home/EU	19,288	13,804	2,898	3,133	2,223	972
Overseas	3,100	2,051	172	6,278	4,911	485
Unknown	1,415	574		2,994	97	
Total	23,803	16,429	3,070	12,405	7,231	1,457
						1,074
						233
						92

Staff Numbers 2016-17

	Full-Time		Part-Time		Total
Academic	556	61	617		
Academic	0	530	530		
Hourly Paid Lecturer/Demonstrator	134	30	164		
Total	690	621	1,311		
Non-Academic	15	91	106		
Ancillary	0	107	107		
Casual	313	79	392		
Clerical Admin	30	0	30		
Maintenance	43	11	54		
Miscellaneous	407	76	483		
Professional	93	3	96		
Technical	901	367	1,268		
Total	1,591	988	2,579		

Staff and Student Characteristics

