

Statement in respect of the discharge of conditions for consents:

532/APP/2014/2161 'Area IP4'

Approved: 52 spaces - Now proposed: 49 spaces

532/APP/2014/2160 'Area IP8'

Approved: 15 spaces - Now proposed: 15 spaces

532/APP/2014/2163 'Areas IP5 and 10'

Approved: 42 spaces - Now proposed: 37 spaces

Overview

This document is designed to be read in conjunction with the application and drawing package submitted in respect of the discharge of conditions on the above consent references.

Condition 3.1 *A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.*

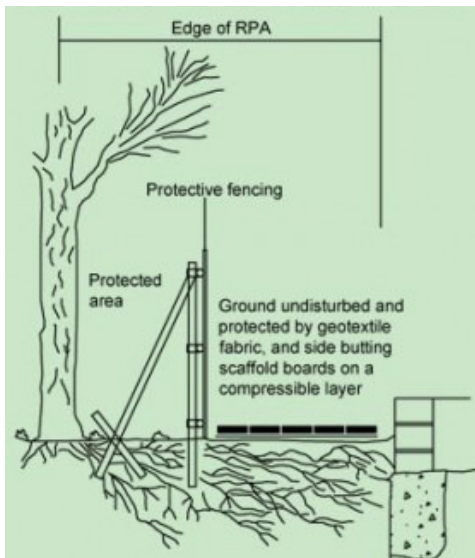
Sequence of Development.

- Erection of tree protection measures (see below) and hoarding of the various small sites.
- Site clearance of removable objects, lamp posts, redundant foliage in I/P4 and single tree as shown on drawing 207 (Tree health to be assessed for relocation or replacement in assigned area shown in drawing 208).
- Excavation of parking bay areas with machinery/hand digging in any root protection areas.
- Provisions for any existing services encountered.
- Laying sub bases. See drawing JN2203-LDN-SD-001 for all details of bay build up.
- Installation of any required services for new lamp posts etc, as per electrical engineer's details.
- Haunching and kerbs laid in accordance with Highways Agency (HA) 'specification for highway works'. See CE's details.
- Installation of Geotextile fabric layer for gravel surfaces or macadam base for brick/asphalt bays.
- Base course gravel/sand/macadam laid.
- Surface course of paving grid with granular infill/block pavers/asphalt.
- Making good of any affected surfaces, soft or hard landscaping.
- Removal of all hoarding and tree protection, followed by commissioning.

Condition 3.2 *Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.*

Tree Protection

Tree protection to be installed in any area where work undertaken may affect nearby trees and as shown on drawing package 6604.201 to 213. Protective fencing to tree canopies in any area where trees are to be affected by work, to be 2.3m in height with high weld mesh panels connected to braced scaffold framework with wire or scaffold clamps. Hand digging required in any area that affects trees for root protection. Root protection areas to be protected with geotextile fabric and side butting scaffold boards on a compressible layer to BS5837:2012 (Section 9).



Principle of Root Protection



Example of weld mesh panel tree protection

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:

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

Any new planting added to be incorporated into Brunel's overall gardening & maintenance scheme (see Appendix B).

Condition 4 *No development 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.*
 - 1.1 *Planting plans*
 - 1.2 *Written specification of planting and cultivation works to be undertaken*
 - 1.3 *Schedule of plants giving species, plant sizes and proposed numbers/densities where appropriate*
2. *Details of hard landscaping*
 - 2.1 *Hard Surfacing Materials*
 - 2.2 *External Lighting*
 - 2.3 *Other structures*
 - 2.4 *Car Parking Layouts (Including demonstration that 5% of all parking spaces are served by electrical charging points).*
 - 2.5 *Car Parking provision for wheelchair users (a minimum of 10% of the spaces shown should be available)*
3. *Details of landscape maintenance.*
 - 3.1 *Landscape Maintenance Schedule for a minimum period of 5 years*
 - 3.2 *Proposals for the replacement of any tree, shrub or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.*

Soft Landscaping

1.1 – 1.3 Currently there is only minor amendments to the existing soft landscaping that calls for the removal of some existing foliage in I/P4A (See drawing 6604.201), a single tree in area I/P4C (See drawing 6604.207) and three small saplings, two in area I/P4D and one in area I/P8A (See drawing 6604.208 and 6604.210). The tree will be assessed and removed with care to be either relocated or replaced in a new, more suitable location as shown on drawing 6604.208 while the saplings will be relocated close to their original locations in each instance. All grassed surfaces

are to be made good upon the completion of the work and no other areas of vegetation are to be effected by the works. Please see drawings 6604.201-213 for full details.

Please note that compacted gravel in I/P10 is an existing surface. This lessens the requirement for work that would affect any root protection area as the bays will require marking out rather than excavated and sub-bases laid.

As we are only relocating/replacing one tree, three saplings and removing some small foliage, we feel that the drawings that accompany this submission satisfy the information requirement of condition 4. This is due to the small amount of work required to the landscaping and submission of further specification and schedules would be surplus to requirement.

Condition 6 *Notwithstanding the submitted plans, no development shall take place on site until details of the incorporation of sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan, have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.*

Hard Landscaping

2.1 – 2.5 Details of the parking bay construction are shown in drawing JN2203-LDN-SD-001 and referenced in drawing 6604.201-213 for the location of each bay type.

'It is important to identify the most appropriate method of controlling and discharging surface water on site. Based on the information we have been provided and subject to further confirmation of the existing ground conditions, it would appear that infiltration techniques in the existing permeable areas would be most appropriate method of discharge. Therefore we would assume permeable parking bays would be the best drainage option to deal with surface water. The reason we believe this is that the design will replicate what is currently occurring on site (where the surface water is naturally soaking away into the soft landscaped areas) and this is outlined within the recommendations of the FRA provided. The proposed permeable parking bays will be located in areas I/P4, IP/10 & IP5 where the existing ground is permeable. Percolation testing is due to be carried out prior to finalising details.

Please note that for location I/P8, the proposed parking bays are located within a hard standing area with an existing surface water drainage system in close proximity. Therefore Based on the information we have been provided, it would appear that the parking bays would be hard standing and surface water will discharge into the existing drainage system.

See below a table identifying the locations of the proposed parking bays and the proposed design of materials and drainage to be used.

Parking Bay Location	Existing	Proposed	Comments
I/P4	Grass (Permeable)	Paving grid with sea washed aggregate	The proposed material will replicate the existing material and allow for infiltration
I/P5	Grass (Permeable)	Paving grid with sea washed aggregate	The proposed material will replicate the existing material and allow for infiltration
I/P8	Block paving	Block paving	The area is already made up of block paving and is being extended. The bays will make use of the existing highway drainage system.
I/P10	Grass (Permeable)	Paving grid with sea washed aggregate	The proposed material will replicate the existing material and allow for infiltration

The proposed permeable parking bay build up would consist of a 40mm thick paving grid filled with sea washed aggregate. This permeable surface layer has also been used in several other location on the Brunel University site. There would be a 30mm thick layer of angular gravel and beneath this will lay a geotextile fabric layer. The subbase of the proposed parking bays would be made up of a free draining material e.g type 3 crushed concrete which will allow the surface water to naturally disperse.' *(Information provided by Morgan Tucker Ltd Consulting Engineers)*

Existing street lighting is to be relocated as shown in the drawings, while new street lighting to be Highway Diamond LED lighting (model HWD/B40LED/4450-S4) provided by ASD lighting. They will be 5m columns with 500mm outreach arms and LED postop lanterns (see appendix A). This is part of an energy efficiency site programme to replace all existing lighting columns with more efficient LED lighting.

No structures will be erected on any of the sites shown in the drawing package.

Parking layouts are shown on drawings 6604.201-213 and show a total of 101 spaces. This is less than the 109 spaces approved in planning applications listed on page 1, which was reduced to comply with the planning conditions attached to the approvals. 5% of parking (6 spaces) has been allocated for electrical charging points in locations shown on the drawings. Over 10% of parking bays (12 spaces) have been allocated for disabled parking bays and laid out in accordance with BSI 8300:2001 "Code of Practice for the design of buildings and their approaches to meet the needs of disabled people'. This includes appropriate signage, displayed at eye level as required.

The following details have been altered from the original planning submission to meet the Local Authorities requirement for the provision of accessible parking bays and electrical charging points. **All of the bays are still within the red boundary lines that were submitted on the planning drawings for application 532/APP/2014/2161.**

- I/P4A now consists of 10 Parking bays rather than 11 to allow for the provision of 4 accessible parking bays.
- I/P4B retains 7 bays, incorporating two of these spaces for electrical charging points.
- I/P4C contains two rows of bays, one with 8 and the other with 6 bays which has been reduced to retain access to an existing storage compound. Two have been allocated for accessible parking and a small section of pavement provided to allow any disabled user a crossing point to the primary pavement.
- I/P4D remains as submitted in the planning documents with 18 bays.
- I/P5 contains 3 bays as per the planning application, but two are now allocated for accessible parking.
- I/P8 now consists of one area of 15 bays rather than two separate areas with 11 and 4 bays to allow the provision of 2 accessible parking bays and 2 electrical charging points. The extra four bays were originally located in front of the Elliott Jaques building, within the red line site of I/P8, but have been moved to this new position as they impeded access around and into the building.
- I/P10 has reduced to 34 parking bays, less than previously approved due to an existing electrical substation. 2 bays have been allocated for accessible parking and 2 for electrical charging points. The arrangement has been altered slightly to accommodate this.



Existing, water permeable, polyethylene grid system with gravel infill to be used in I/P4 & I/P5



Existing brick paved site in I/P8. Bays to may brickwork pattern.



Existing compacted gravel in site I/P10 to be reused



Existing bays in I/P10 marked out with recessed white brick. New bays to match.

Landscape Maintenance

3.1 – 3.2 Brunel University will be incorporating any work carried out into their overall site maintenance scheme.