

# Call-In Sub-Committee (Education) AGENDA

**DATE:** Monday 2 February 2015

**TIME:** 6.30 pm

**VENUE:** Committee Room 5,  
Harrow Civic Centre

## **MEMBERSHIP** (Quorum 3)

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**Chair:** Councillor Barry Kendler

### **Councillors:**

Ghazanfar Ali	Mrs Camilla Bath
Jeff Anderson	Ramji Chauhan
Jo Dooley	Janet Mote
Jerry Miles	Lynda Seymour

**Representatives of Voluntary Aided Sector:** Mrs J Rammelt/Reverend P Reece

**Representatives of Parent Governors:** Mrs Aamirah Khan/Vacancy

### **Reserve Members:**

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- |                   |                   |
|-------------------|-------------------|
| 1. Primesh Patel  | 1. Marilyn Ashton |
| 2. Sasi Suresh    | 2. Jean Lammiman  |
| 3. Mitzi Green    | 3. Ms Mina Parmar |
| 4. Mrs Rekha Shah | 4. -              |
| 5. Aneka Shah     | 5. -              |

**Contact:** Vishal Seegoolam, Senior Democratic Services Officer  
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## **AGENDA - PART I**

### **1. ATTENDANCE BY RESERVE MEMBERS**

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

### **2. DECLARATIONS OF INTEREST**

To receive declarations of disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Sub-Committee;
- (b) all other Members present.

### **3. APPOINTMENT OF VICE CHAIR**

To consider the appointment of a Vice-Chair to the Sub-Committee for the Municipal Year 2014/15.

### **4. PROTOCOL FOR THE OPERATION OF THE CALL-IN SUB-COMMITTEE (EDUCATION) (Pages 5 - 6)**

### **5. CALL-IN OF THE CABINET DECISION (15 JANUARY 2015) - DETERMINATION OF STATUTORY PROPOSALS TO EXPAND GRIMSDYKE SCHOOL (Pages 7 - 78)**

- a) Notice invoking Call-In;
- b) Minutes of the Cabinet meeting held on 15 January 2015;
- c) Report submitted to Cabinet on 15 January 2015.

## **AGENDA - PART II**

### **Nil**

In accordance with the Local Government (Access to Information) Act 1985, this meeting is being called with less than 5 clear working days' notice by virtue of the special circumstances and grounds for urgency stated below:-

Under Committee Procedure Rule 46.6 a meeting of the Call-In Sub-Committee (Education) must be held within 7 clear working days of the receipt of a request for call-in. This meeting therefore had to be arranged at very short notice and it was not possible for the agenda to be published 5 clear working days prior to the meeting.

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**PROTOCOL FOR THE OPERATION OF THE CALL-IN SUB-COMMITTEE**

1. Call-in is the process whereby a decision of the Executive, Portfolio Holder or Officer (where the latter is taking a Key Decision) taken but not implemented, may be examined by the Overview and Scrutiny Committee prior to implementation. The Overview and Scrutiny Committee has established the Call-in Sub-Committee to carry out this role. Committee Procedure Rule 46 sets out the rules governing the call-in process.

**The Process for Call-in**

2. Six of the Members of the Council can call in a decision of the Executive which has been taken but not implemented. In relation to Executive decisions on education matters only, the number of Members required to call in a decision which has been made but not implemented shall be six Councillors or, in the alternative, six persons comprising representatives of the voting co-opted members and at least one political group on Overview and Scrutiny Committee. Only decisions relating to Executive functions, whether delegated or not, may be called in.

150 members of the public (defined as anyone registered on the electoral roll of the Borough) can call in a decision of the Executive, which has been taken but not implemented.

3. Decisions of the Executive will not be implemented for 5 clear working days following the publication of the decision and a decision can only be called in within this period (this does not apply to urgent decisions - Committee Procedure Rule 47 refers). The notice of the decision will state the date on which the decisions may be implemented if not called in.

4. Call-in must be by notification to the Monitoring Officer in writing or by fax:

i) signed by all six Members and voting co-optees requesting the call-in. A request for call-in by e-mail will require a separate e-mail from each of the six Members concerned.

ii) signed by all 150 members of the public registered on the electoral roll, and stating their names and addresses.

5. In accordance with Committee Procedure Rule 46.5, a notice seeking to invoke the call-in procedure must state at least one of the following grounds in support of the request for a call-in of the decision:-

- (a) inadequate consultation with stakeholders prior to the decision;
- (b) the absence of adequate evidence on which to base a decision;
- (c) the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework;
- (d) the action is not proportionate to the desired outcome;
- (e) a potential human rights challenge;
- (f) insufficient consideration of legal and financial advice.

**Referral to the Call-in Sub-Committee**

6. Once a notice invoking the call-in procedure has been received, the decision may not be implemented until the Chair and nominated member have considered the guidance outlined in Appendix 1 to the Committee Procedure Rules and, if required, the Call-in Sub-Committee has considered the decision. The Monitoring Officer shall in consultation with the Chair arrange a meeting of the Call-in Sub-Committee to be held within seven clear working days of the receipt of the request for call-in.

7. The Call-in Sub-Committee will consider the decision and the reasons for call-in. The Sub-Committee may invite the Executive decision-taker and a representative of those calling in the decision to provide information at the meeting.

8. The Sub-Committee may come to one of the following conclusions:-
- (i) that the challenge to the decision should be taken no further and the decision be implemented;
  - (ii) that the decision is contrary to the policy framework or contrary to or not wholly in accordance with the budget framework, and should not therefore be referred to the Council. In such a case the Call-in sub-committee must set out the nature of its concerns for Council; or
  - (iii) that the matter should be referred back to the decision taker (i.e the Portfolio Holder or Executive, whichever took the decision) for reconsideration. In such a case the Call-in sub-committee must set out the nature of its concerns for the decision taker/Executive.

## CALL IN NOTICE

"I hereby give notice that I wish to call-in the decision 'Determination of statutory proposals to expand Grimsdyke School' – taken by Cabinet on 15<sup>th</sup> January 2015. The reasons for the call-in are as follows:

### **Inadequate consultation with stakeholders prior to the decision:**

The initial consultation period lasted just over a month from 16<sup>th</sup> September 2014. This included information packs being distributed to 350 properties around the school, and a meeting at the school to which parents, pupils and teachers were invited – 80 attended. Out of 57 consultation responses received, 32 (just over 56%) were against the expansion, 17 were in favour and the remaining 8 were unsure.

Following the consultation, the statutory proposals to expand the school were published on 3<sup>rd</sup> November, with representations open for 4 weeks. A total of 70 representations were received (and are detailed in Appendix 1 of the Cabinet report); 60 of which (86%) were clearly against the expansion, with only 3 responses obviously in favour and the rest unclear. The main reason for objection given in these representations was the impact the expansion will have on traffic in the nearby roads. The Council has conceded that a significant number of the representations included comments from residents angry that they had not received initial consultation information.

This view was given further weight by a resident who asked questions at the Cabinet meeting, who insisted that the Council had not consulted Derwent Avenue which is "150 yards away from the school". He also took umbrage at the portfolio holder's assertion that the Council had consulted "all houses which adjoin the route from the school to Grimsdyke road along Colburn Avenue and Hillview Road", which he said should have included Derwent Avenue – but evidently did not.

The Council has conducted a consultation exercise which, not only yielded a negative response to proceeding with the decision, but brought to the fore dissatisfaction with the standard of the consultation itself. Indeed, the aforementioned resident accused the Council of "riding roughshod over the overwhelming views of the residents", and stating "that [it] clearly did not consult with all affected parties." The vast majority of those who submitted representations are those residents who live in nearby roads, and who will be directly affected if the expansion goes ahead – they are, by every reasonable definition of the word, 'stakeholders'. These people feel very strongly that they should have been consulted, and that if they had been it seems likely the consultation response would have been even more compellingly against the proposal. It is therefore argued that the consultation was inadequate.

### **The absence of adequate evidence on which to base a decision:**

The Council has sought to mitigate the concerns raised about the impact on traffic via means mentioned in the Cabinet report. These measures, at paragraphs 8 and 9, are lacking in detail, are largely generic and do not specifically address the sheer range of concerns raised in the representations – or the specific circumstances of Grimsdyke School. The report does state that some of the suggestions from the representations will be 'considered', but given Cabinet had an obligation to 'consider' and to give 'due regard'

to the consultation and representation responses before making this decision (and has effectively ignored them), it is unlikely this will be of satisfaction to concerned residents. Cabinet has pressed on with this decision despite almost no clear evidence being presented on how the traffic issues will be addressed, and with evidence brought to Cabinet's attention by people who know the area best largely being disregarded. The portfolio holder admitted, quite honestly, at the meeting that "we don't understand the problem". If not scrapped entirely, it would have been far more prudent for Cabinet to at least delay this decision until it did understand the problem and how best to combat it.

There is, of course, recognition that more school places in Harrow are needed, but that fact of itself is not sufficient evidence or reasoning to proceed with a decision without sufficient mitigation outlined, and to which there is so much apparent opposition. The Department for Education guidance on which the Council's own guidance (Appendix 2 of the Cabinet report) is based states: "The decision-maker should not simply take account of the numbers of people expressing a particular view. Instead, they should give the greatest weight to responses from those stakeholders likely to be most directly affected by a proposal – especially parents of children at the affected school(s)." The people initially consulted were parents and staff at the school, as well as local residents – and they were against the expansion. Many additional local residents who were not consulted made their views known via representations, and they were also against the proposals – by an even more significant majority.

Regarding the representation responses specifically, it is telling that when the Council published statutory proposals to expand 13 other primary schools in January 2014, not a single representation on them was received; despite a couple of these proposals being received with a degree of hostility at the consultation stage – before further work was carried out. At every stage the responses received regarding Grimsdyke have been against the expansion, from the people most directly affected by the decision, and in numbers not seen before for previous expansions. Such an overwhelming response should, by any reasonable standard, be considered evidence which Cabinet should have taken into account in making its decision. It is clear from the decision to press ahead without regard to these responses, and without detailed plans to combat the traffic, that Cabinet has not properly taken into account the evidence (or lack of it) at its disposal.

Signed by  
Councillor Susan Hall  
Councillor Ameet Jogia  
Councillor Barry Macleod-Cullinane  
Councillor Kantilal Rabadia  
Councillor John Hinkley  
Councillor Camilla Bath  
Councillor Jean Lammiman  
Councillor Marilyn Ashton



# CABINET

## 15 JANUARY 2015

Record of decisions taken at the meeting held on Thursday 15 January 2015.

**Present:**

**Chair:** \* Councillor David Perry

**Councillors:**

* Sue Anderson	* Graham Henson
* Simon Brown	* Varsha Parmar
* Margaret Davine	* Sachin Shah
* Keith Ferry	* Anne Whitehead
* Glen Hearnden	

**In attendance:**

Kam Chana	Minute 99
Susan Hall	Minute 99
Barry Macleod-Cullinane	Minute 99

\* Denotes Member present

### RESOLVED ITEMS

**102. Determination of statutory proposals to expand Grimsdyke School**

**RESOLVED:** That the statutory proposals to expand permanently Grimsdyke School by one form of entry (30 pupils) from 1 September 2015 be approved.

**Reason for Decision:** To enable the Local Authority to fulfil its statutory duties to provide sufficient school places in its area.

**Alternative Options Considered and Rejected:** As set out in the report.

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# REPORT FOR: **CABINET**

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<b>Date of Meeting:</b>	15 January 2015
<b>Subject:</b>	Determination of statutory proposals to expand Grimsdyke School
<b>Key Decision:</b>	Yes
<b>Responsible Officer:</b>	Chris Spencer, Interim Corporate Director of Children and Families
<b>Portfolio Holder:</b>	Councillor Simon Brown, Portfolio Holder Children, Schools and Young People
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes
<b>Wards affected:</b>	Hatch End
<b>Enclosures:</b>	Appendix 1 – Representations to the statutory proposals Appendix 2 – Considerations about the proposal in relation to the Decision-Makers Guidance Appendix 3 – Letter from Grimsdyke School Governing Body

## **Section 1 – Summary and Recommendations**

Statutory proposals to expand permanently Grimsdyke School were published on 3 November 2014 for a four week representation period. This report provides information and recommendations to enable Cabinet to determine the statutory proposals.

### **Recommendations:**

Cabinet is requested to approve the statutory proposals to expand permanently Grimsdyke School by one form of entry (30 pupils) from 1 September 2015.

### **Reason: (For recommendation)**

To enable the Local Authority to fulfil its statutory duties to provide sufficient school places in its area.

## **Section 2 – Report**

### **Introductory paragraph**

1. The Local Authority has a statutory responsibility to provide sufficient school places for its area. Like many boroughs, Harrow is experiencing significant growth in the pupil population and has been creating additional school places to meet the increased demand since September 2009.
2. The latest school roll projections predict that the increased demand for Reception places will continue at a high level until at least 2020/21.
3. In July 2014, Cabinet agreed to the publication of statutory proposals to expand permanently a third phase of primary schools. The decision sought will help the Council meet its corporate priorities to make a difference for families, communities and the vulnerable by ensuring sufficient school places in its area.

### **Options considered**

4. In July 2014, Cabinet agreed to delegate to the interim Corporate Director of Children and Families, in consultation with the Portfolio Holder for Children, Schools and Young People, the decision about: the final list of schools that should be moved to the statutory process for permanent expansion.
5. Consultation about the proposed expansion was held from Tuesday 16 September to Monday 20 October 2014. Over half the respondents to the consultation disagreed with the Council's proposal to expand Grimsdyke School. However, nearly one third agreed and the response level of 57 needs to be viewed in the context of some hundreds of response forms distributed to parents, staff and local residents. Also the online consultation response portal on the Harrow

Council website was publicised. On 22 October 2014, following consideration of the consultation outcomes, the Corporate Director Children & Families approved the publication of statutory proposals. Information about the consultation outcomes is included in Appendix 2 to this report.

6. Statutory proposals to expand to expand Grimsdyke School were published on 3 November 2014 for a four week representation period which closed on 1 December 2014.
7. 70 representations in relation to the statutory proposals were received by Harrow Council by the closing date of the representation period on 1 December 2014. These representations are attached as Appendix 1 to this report. The representations were received by emails and letters. Many representations stated a consultation document had not been received. The majority of the representations refer to the existing traffic congestion and anti-social driving behaviour in the area of the school and object to the proposed expansion of Grimsdyke School on the basis of the increased traffic congestion issues that will result rather than to the principle of expanding the school. Summary of the issues raised in the representations is given in Appendix 2 together with officer comment.
8. The traffic congestion issues are recognised and are being addressed within the school expansion programme processes, including:
  - additional school places being created close to where the children live to reduce car use across the borough;
  - Council and schools working to deploy resources to contribute to a decline in traffic around expanded schools, even while extra pupils are added;
  - Transport Assessments are undertaken at all schools approved for expansion as part of the Planning process;
  - updated School Travel Plans are submitted as part of the planning application;
  - additional parking enforcement activity at all expansion schools.The representations also include some helpful suggestions about possible mitigations for the problems, all of which will be considered.
9. The Governing Body of Grimsdyke School supports the proposal to expand the school (see Appendix 3). The Governing Body appreciates the need to deal with the issues raised around traffic and have tasked a committee with developing an updated Travel Plan with officers from Harrow. The governors are committed to ensuring that the expansion does not negatively impact on the teaching and learning for the current pupils and see the expansion as an opportunity to modernise the provision for present and future pupils which has been long needed.
10. Cabinet has the following options:
  - a. Reject the proposals;
  - b. Approve the proposals without modification;
  - c. Approve the proposals with modification;

- d. Approve the proposals, with or without modification, subject to certain conditions being met.

### **Recommendation**

11. The Corporate Director of Children and Families recommends that Cabinet approves the statutory expansion proposals as published to effect the permanent expansion of Grimsdyke School by one form of entry (30 pupils) from 1 September 2015. The school would fill incrementally from the point of admission into the school.
12. The reasons for this recommendation include:
  - the Governing Body of Grimsdyke School supports the proposal to expand the school;
  - the primary concerns in the responses to the consultation and in the representations to the statutory proposals are about the traffic congestion and anti-social driving behaviour associated with school drop-off and collection times rather than the school expansion itself;
  - the traffic congestion issues are recognised and are being addressed corporately within the school expansion programme processes. Full officer response to the comments and representations is given in Appendix 2. Grimsdyke School Governing Body appreciates the need to deal with the issues raised around traffic and have tasked a committee with developing an updated Travel Plan with officers from Harrow;
  - extensive efforts were made to bring the expansion proposal to the attention of residents in the area. This is in keeping with the Council's approach across all 22 school expansion projects now in progress or recently completed. The processes demonstrate that a very wide consultation has begun and the Council's and school's commitment to addressing local concerns, especially about traffic, as part of the processes about the expansion proposal.

### **Performance Issues**

13. Schools in Harrow perform well in comparison to national and statistically similar local authorities. The vast majority of primary schools and secondary schools are judged 'good' or 'outstanding' by OfSTED. As at October 2014, 87% of Harrow's primary and secondary schools are judged 'good' or 'outstanding', compared to 85% in London and 80% nationally (Source: Ofsted Data View).
14. The Schools White Paper and Education Act 2011 maintain a focus on driving up standards in schools, and place more of the responsibility with the schools directly for their improvement. The role of the Local Authority in measuring performance and driving improvement has changed significantly and is reduced from its previous level. However, the Local Authority maintains a strategic oversight and enabling role in local education, and is likely to retain some role in monitoring educational achievement and key measures such as exclusions and absence. The Local Authority is also statutorily responsible for supporting and improving underperforming schools.

15. The Local Authority continues to monitor key education indicators. The indicators are used locally to monitor, improve and support education at both school and local authority level. They are also used within information provided to the Department for Education (DfE).

Year	Key Stage 2	Reading, Writing & Maths L4+	KS1-KS2 Expected Progress - Reading	KS1-KS2 Expected Progress - Writing	KS1-KS2 Expected Progress - Maths
2012	Harrow	79%	91%	93%	90%
	National	74%	90%	90%	87%
2013	Harrow	79%	90%	92%	92%
	National	75%	88%	92%	88%
2014 (P)	Harrow	82%	93%	92%	93%
	National	78%	91%	93%	89%

Source: DfE Statistical First Release, (P) – Provisional

Year	Key Stage 4	% 5 A*-C grades inc E&M	KS2-KS4 Expected Progress - English	KS2-KS4 Expected Progress - Maths
2012	Harrow	63.6%	82.3%	80.4%
	National	59.1%	69.3%	69.9%
2013	Harrow	65.4%	79.7%	83.3%
	National	60.8%	71.7%	72.0%
2014 (P)	Harrow	61.3%	81.4%	74.0%
	National	56.1%	71.0%	65.4%

Source: DfE Statistical First Release, (P) - Provisional

Please note that the significant difference between the 2014 and previous year's result is largely due to the new 2014 methodology applied by the DfE.

16. The indicators fall within the following areas:
- Attendance and exclusions - remain a statutory duty for the Local Authority to monitor and improve.
  - Underperforming schools – schools are assessed at Key Stage 2 & Key Stage 4 against defined floor standards.
  - Closing the Gap - is a fundamental part of Ofsted's school inspection process, and accordingly, the Local Authority monitors the attainment of identified groups of pupils in its schools. The tables below includes the gap at key stage 2 and at key stage 4 between pupils eligible for free school meals and their peers and the gap between Harrow's SEN children and their peers – children with a SEN provision includes School Action, School Action Plus or a Statement.

<b>2014 (P) Key Stage 2 – Closing the Gap</b>	<b>Harrow</b>	<b>National*</b>
Achievement gap between pupils eligible for free school meals and their peers, based on pupils achieving level 4 or above in Reading, Writing and mathematics at Key Stage 2.	14%	19% (2013)
Achievement gap between pupils with special educational needs and their peers, based on pupils achieving level 4 or above in Reading, Writing and mathematics at Key Stage 2.	52%	53% (2013)

<b>2014 (P) Key Stage 4 - Narrowing the Gap</b>	<b>Harrow</b>	<b>National*</b>
Achievement gap between pupils eligible for free school meals and their peers, based on pupils achieving 5 or more A* to C grade GCSEs including English and mathematics GCSEs.	21.6%	26.7% (2013)
The Special Educational Needs (SEN)/non-SEN gap – achieving 5 A*- C GCSE inc. English and Maths GCSEs.	47.3%	47.2% (2013)

\*The 2014 national FSM and SEN results have not been published as yet.

17. There is a complex interrelationship between a number of other performance issues such as traffic congestion, road safety, traffic and parking enforcement and travel plan performance, as referred to earlier in the report, and all these considerations are taken into account in assessing school expansion proposals.

### **Environmental Implications**

18. The Council's over-arching climate change strategy sets a target to reduce carbon emissions by 4% a year. Schools account for 50% of the council's total carbon emissions. Reducing emissions from schools is therefore a vital component in meeting the Council's target. However there is a significant risk that the expansion programme will increase emissions rather than reduce them. Phase 2 of the School Expansion Programme will have an impact on carbon emissions that will need to be carefully considered in this context.
19. The RE:FIT Schools Programme will be available to retrofit existing school buildings to improve their energy efficiency. For new-build schools, the design standards will need to ensure that they meet high energy use efficiency standards. Of particular importance will be the use of low carbon technologies – particularly for space heating – and these will need to be thoroughly investigated during the design phase.
20. For many of the projects in the school expansion, programme, planning applications will be required and part of the application will be a school travel plan. Through this process and the development of the solutions for the schools, the impact of the additional pupils and their travel modes will be addressed.

### **Risk Management Implications**

21. Risk included on Directorate risk register? Yes



Separate risk register in place? Yes

22. The directorate and corporate risk management implications for the Council arising from school place planning are included on the directorate and corporate risk registers.
23. The key high level risks for the school expansion programme are set out below:

<b>High Level Risks</b>	<b>Consequences</b>	<b>Mitigating/Control Actions</b>
<b>Planning</b>	<p>Planning permission not granted creating delays to programme.</p>	<p>Any school expansion that involves building works requiring planning consent is governed by planning law. Planning applications are subject to statutory consultation processes that are conducted separately and independently by the Planning Department. In order to mitigate risks to the programme, the following control actions have been put in place:</p> <p>Informal discussions with Planners during feasibility regarding planning policies.</p> <p>Community engagement through the school expansion consultation and the pre-planning engagement activities. School community and local residents invited to meetings and provided with information about local proposals.</p> <p>Traffic Assessments undertaken to inform School Travel Plans and highways mitigation measures.</p> <p>IT improvements have been put in place for the planning applications to be viewed on the Council website.</p>
<b>Finance</b>	<p>Unaffordable Programme / individual projects and additional costs to Council.</p> <p>Risk of loss of TBNP funding if the new places are not provided and the allocations spent by September 2015.</p>	<p>Capital Strategy developed to bring together the Government's school funding streams: Basic Need, Capital Maintenance, Targeted Basic Need Programme; and building programmes e.g. Priority School Building Programme.</p> <p>School expansion feasibility designs aligned to the DfE guidance on spaces and areas for schools.</p> <p>Indicative costs calculated from feasibility studies to inform programme budget.</p> <p>Programme contingency has been included in the programme budget.</p> <p>Robust financial and programme monitoring</p>

		<p>through the Programme Board, Capital Forum and Cabinet reports.</p> <p>Exploring how the Government's Free School Programme for new schools (programme funded directly from government) may be supported in Harrow.</p>
<b>Programme delivery</b>	<p>Delays to programme – school places not available, additional costs. Keepmoat – late AMPs and delivery programmes may impact on provision of places in September 2015.</p>	<p>Capital Team expanded with appropriate skills, experience and expertise in major construction projects to deliver programme.</p> <p>Programme Board meets regularly with Corporate Director and senior officer membership.</p>
<b>Pupil Projections</b>	<p>Over or under estimate of pupil growth leading to a mismatch of provision – shortage of places or over provision of places leading to high levels of vacancies.</p>	<p>GLA commissioned to provide school roll projections. Review of projections against Admissions data on applications and in-year movement of pupils. Close working with schools.</p> <p>The permanent expansions are planned to achieve a sustainable level of school places to meet the growth as indicated by the pupil projections. The additional permanent places are created as the demand grows over the years.</p> <p>The peak and variations in demand for school places will be met by continued use of temporary additional places. This approach will minimise the risk of having to remove permanent capacity in the years following the peak in demand.</p>
<b>Communication</b>	<p>Lack of understanding of need and proposals leading to delays and complaints.</p>	<p>Communication strategy developed for overall programme and individual projects.</p> <p>School Expansion Stakeholder Reference Group meets with cross-party and representative membership to provide advice and guidance on the implementation of the school expansion programme.</p> <p>Programme communications officer develops and co-ordinates communications and community engagement.</p>

## **Legal Implications**

24. The Council has a statutory duty under the Education Act 1996 to ensure the provision of sufficient schools for the provision of primary and secondary education in their area.
25. For maintained schools, there are prescribed requirements in order to make specific alterations. This includes expanding existing schools to add additional form groups. The requirements are set out in the Education and Inspections Act 2006 and associated regulations.
26. New school organisation regulations and associated guidance came into force on 28 January 2014 and the process has been amended to streamline the process. The new statutory requirements and national guidance have been followed when publishing the statutory proposals for the expansion of Grimsdyke School.
27. The statutory guidance on expansion of schools confirms factors which should be taken into account by local authorities when determining proposals. Appendix 2 to this report sets out considerations about the proposal in relation to the Department for Education School Organisation Guidance for proposers and decision-makers.
28. The Council must ensure it meets its public law duties when making decisions, including meeting its public sector equality duty. It must consider all relevant information, disregard irrelevant information, act in accordance with the statutory requirements and make its decision in a fair and transparent manner.

## **Financial Implications**

### **Revenue**

29. Any school expansion programme will inevitably have significant financial implications. All schools proposed for expansion have raised concerns about available funding and clarity about funding is essential to maintain their commitment to the School Expansion Programme. School revenue budgets are funded from the Dedicated Schools Grant (DSG). As the Department for Education (DfE) allocates DSG based on pupil numbers, any increase in pupil numbers results in additional revenue funding for the expanding school. The revenue funding is allocated to schools based on the Harrow Schools' Funding Formula. School budgets are based on pupil numbers in the October prior to the start of the financial year, so there is always a funding lag when schools increase their pupil numbers. To ensure that schools who agree to an additional class are not financially penalised, the Harrow School Funding Formula provides 'Additional Class Funding' for the period from September to the end of March, following which the mainstream funding formula will take effect. This ensures that schools have adequate funding for at least the average costs of a teacher and some set up costs.

## **Capital**

30. The budget for the school expansion programme, including primary school expansions in Phase 1 and Phase 2 and three expansions at Phase 3, secondary school expansions and provision for pupils with special educational needs (SEN) is £89.784m.
31. At its meeting on 16 October 2014, Cabinet delegated authority to use suitable national or local public sector Framework(s) to:
  - a) undertake feasibility studies, surveys and provide professional costs and technical services, and;
  - b) design and build / refurbish school facilities.Feasibility study will be undertaken to develop design proposals and develop costings if the statutory proposals are approved. This work will need to ensure that the necessary building work could be completed by September 2016 and any necessary interim accommodation requirements could be made for the intake of additional children in September 2015.
32. Based on current estimates and market conditions it is expected that it is possible to deliver this programme with EFA capital grants, without the need for council capital funding. If the programme is not deliverable within the current programme then borrowing may be required. This risk is being monitored closely in consultation with Cabinet Members.

## **Equalities implications / Public Sector Equality Duty**

33. Section 149 of the Equality Act 2010 requires that public bodies, in exercising their functions, have due regard to the need to (1) eliminate discrimination, harassment, victimisation and other unlawful conduct under the Act, (2) advance equality of opportunity and (3) foster good relations between persons who share a protected characteristic and persons who do not share it.
34. Equalities Impact Assessment has been undertaken on the proposal to permanently expand Grimsdyke School. The Equalities Impact Assessment is included as a Background Paper to this report. The conclusion of this assessment is that the implications are either positive or neutral in that the expansion of the school will help to ensure sufficient school places for the increasing numbers of children in Harrow. The assessment has not identified any potential for unlawful conduct or disproportionate impact and concludes that all opportunities to advance equality are being addressed.
35. Harrow's schools are successful, inclusive and provide a diversity of provision. The school expansion programme will ensure sufficient school places for the increasing numbers of children in Harrow and will build on the successful provision that already exists in Harrow's schools. By acting to ensure all children in Harrow have access to a high quality school place, Harrow is promoting equality of opportunity for all children and young people.

### Council Priorities

36. The Council's vision is: **Working Together to Make a Difference for Harrow.**
37. The Council Priorities are as follows:
- Making a difference for the vulnerable
  - Making a difference for communities
  - Making a difference for local businesses
  - Making a difference for families
38. The recommendation supports these priorities by:
- Ensuring Harrow Council fulfils its statutory duties to provide sufficient school places in its area.
  - Providing high quality local mainstream and special educational need provision in schools for children close to where they live.

### Section 3 - Statutory Officer Clearance

Name: Jo Frost	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 4 December 2014		
Name: Sharon Clarke	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 9 December 2014		

<b>Ward Councillors notified:</b>	<b>YES</b>
<b>EqIA carried out:</b>	<b>YES</b>
<b>EqIA cleared by:</b>	Corporate Equalities Impact Assessment Quality Assurance Group

## **Section 4 - Contact Details and Background Papers**

**Contact:** Johanna Morgan, Education Lead School Organisation,  
020 8736 6841 [johanna.morgan@harrow.gov.uk](mailto:johanna.morgan@harrow.gov.uk)

**Background Papers:** Equalities Impact Assessment on the proposed expansion of Grimsdyke School

**Call-In Waived by the  
Chairman of Overview  
and Scrutiny  
Committee**

**NOT APPLICABLE**

*[Call-in applies]*

## **Representations to the statutory proposal about Grimsdyke School**

The Statutory Proposal to expand Grimsdyke School was published on 3 November 2014 for a four week representation period which ended on 1 December 2014.

The following representations were received:

- 65 emails to the [SchoolReorganisation@harrow.gov.uk](mailto:SchoolReorganisation@harrow.gov.uk) email address
- Letter dated 24 November 2014 from The Hatch End Association
- Four letters from local residents

### **Emails to the [SchoolReorganisation@harrow.gov.uk](mailto:SchoolReorganisation@harrow.gov.uk) email address**

#### **Thursday 6 November 2014**

1. Whilst I fully appreciate the need to provide additional primary school places within Harrow, I have some concerns over your plans to permanently expand Grimsdyke School. As a local resident, my concerns are over the inevitable increase in traffic on the surrounding roads. Many people have already raised the issues of inconsiderate parking, increased pollution, dangerous three-point turns, single-road access to the area for emergency vehicles etc.  
Given the amount of school traffic at drop-off and pick-up times, it's hard to believe the statistics about how many pupils live within a 1/2 and 3/4 distance. I know the school has a School Travel Plan but that's at odds with the reality of how many children get to school, particularly during the colder & wetter months.  
Provided you can devise and implement a suitable traffic management plan which will address these issues, I'd be happy to support the school's expansion.

#### **Saturday 22 November 2014**

2. I am very sorry but I object to the Grimsdyke expansion program. The traffic congestion is already bad as it is. The drivers are not courteous and when vehicles are parked on both sides of the road it becomes very difficult to manoeuvre your own vehicle. Any more cars on that road and it going to become a nightmare.
3. Correct I did not receive notification of the proposal to increase numbers of students a bit like the Harrow Arts Centre which notice came from the H E Association.  
I happen to live of Sylvia Ave  
My view is positive about the the increase but there is always a but and it is the traffic chaos now and the could not care less about where we park attitude.  
For residents from Hillview and off find it a no go area at school times.  
If this is to work Hillview has to become one way in and one way out with possibly the first entrance being the exit and the second being the entrance.  
Parking in the recreation ground with an increase in the hard standing is the only option and double yellows on Colborne Avenue entrance that leads to the recreation ground to stop arrogant parking.  
If not this will not work and congestion will ensue and tempers and trouble will be created and that is without proper access for emergency vehicles.

If a proper proposal is not forthcoming then I am sure a campaign similar to the Arts Centre will appear against the idea.

#### **Monday 24 November 2014**

4. I am writing to register my concerns regarding the proposal to increase the pupil places by 50% over a seven year period. I am aware of the need in the borough and that Grimsdyke School has sufficient land to accommodate new buildings. However I strongly object on the the grounds of severe traffic congestion around the school and nearby streets. Every day there is utter chaos as parents and local residents try to negotiate the blocked streets at the start and end of the school day. Also these streets are totally congested at the end of the day as some parents arrive up to at least 45 minutes early in order to park as close as possible to the school. Harrow Council has done very little, if anything, to better manage the chaos. In fact the introduction of paid parking locally has made the situation even worse as Hillview Road is almost impossible to use for much of the day. As a resident of Newland Close I strongly object to the proposal to increase pupil places at Grimsdyke School.
  
5. With reference to the proposed expansion of Grimsdyke school, we would like to support this proposal as it is clear that Harrow Council needs to provide additional Primary school places and, given the space issues across Harrow, has a sound strategy to expand popular schools, which we have benefitted from in the past and would wish other parents to do the same in the future.  
We know that traffic management issues are raised whenever school expansion proposals are made and we know that the Council has tried hard to address these issues in previous proposals. We are assuming that the same attention will be given to this proposal and that a sound traffic plan will be produced to alleviate the concerns of local residents.
  
6. I would like to register my OBJECTION to the proposed expansion of Grimsdyke School on the grounds of Traffic Congestion. As a resident of the estate it is currently very difficult to leave or enter the estate at times that coincide with the beginning or end of the school day.  
With the congestion also comes risks to the safety of pedestrians (adults and children) walking to the school as they often have to walk in front or out from behind motor vehicles at pace as they do not want to be late to drop off or collect children from the school. Please consider this objection.
  
7. I would like to take this opportunity to strongly oppose the proposed expansion of the school, from 420 pupils to 630, a 50% increase! Even as it is, we always try to avoid using our own transport when the pupils arrive or depart the school in the afternoon as the traffic congestion is really bad. All traffic to and from the school has to be via Hillview road with probably 90% of the traffic trying to get back to Uxbridge road to turn either left or right. This junction would become an absolute nightmare, a real bottleneck which I do not think that any one has really understood yet. All those concerned with this proposal should first try visiting during those two busy times and see for themselves just how many cars turn up looking for places to park and drop off children, and see how many cars interfere with residents driveways.



I have absolutely no doubt that if this proposal goes ahead, it will cause gridlock from the Uxbridge road, through Grimsdyke road, which is always difficult to negotiate at any time, all the way through to Sylvia avenue. This nightmare scenario must not go ahead!

8. As a resident of Hatchend and also living right by Grimsdyke School (Lyndon Avenue), I am total against the expansion of the primary school from 420 intake to an outrageous 630 children.

The council that has propose this increase - do any of them live in Hatchend??? I am assuming NOT - if they did, they would already realise the struggle of everyday traffic the residence have to go through during school drop offs/pick ups.

Please accept this email as a vote to be against the school expansion.

The council need to stop building flats in every open space, and maybe consider in building a new primary school to accommodate the extra 200 odd children!!!!

9. We **strongly object** to Harrow Council's proposal to expand Grimsdyke School as it will have major effect on the local area, particularly the severe traffic congestion which already exists and has adverse effects on our daily commute.

#### **Tuesday 25 November 2014**

10. We live at XX Derwent Avenue Hatch End which is in the network of roads around Grimsdyke School with only one access road. At 10.15 last night we were notified by road stewards of the Hatch End Association that the council had completed a consultation process on 16th. October. Not only were we not consulted, we have never received a consultation document, consequently we had not even heard of the proposal. Surley all residents affected by the appalling traffic congestion created by the school should have been consulted? Each morning and afternoon at school times it would be impossible for emergency vehicles to access the area quickly, let alone for residents to come and go.

We strongly object to this ill considered and poorly communicated proposal.

11. To whom it may concern. I vote strongly AGAINST the school expanding as you can imagine for a number of reasons. I also did not receive a consultation document and am really surprised that it's gone this far without any of the residents knowing.
12. I have only just been notified of the school expansion, and I strongly disagree with the proposal. I won't go into the many reasons because I know we all agree on the same issues. TRAFFIC. It is hard enough now to drive up or down the roads close to the school, due to parked cars, and getting onto the Uxbridge Road is a nightmare. One has to wait until some-one is using the crossing, then take life and limb, yours and others, and try to get to the centre. (Where one hopes a driver will give way for you) Traffic is extremely bad now, but the school expansion would make it intolerable. I sincerely hope this proposal will not take place.
13. Have just received a letter concerning the increase of pupils from 420 630. As it is already a problem at times when pupils are coming and going i strongly object. The problem is cars bringing their children in mostly one pupil per car thus causing traffic jams. If the increase of 50% more pupils takes place it will make things that much worse. As there is only one way in and out it is not at all right to residents.

14. I have just learned that it is proposed to increase the intake of this school by fifty percent. As a resident of Hillview Road, I object to this proposal because as usual, no thought appears to have been given to the effect of increased traffic congestion in local residential roads. Perhaps the planners should visit this road in the school rush hour periods. When we were consulted about parking in the Broadway, I suggested a one way traffic system in the horseshoe of Hillview Road. Not wishing to be negative to the current proposal I would like to repeat my suggestion for it to be ignored again.
15. I would like to object most strongly to the proposal to increase the intake at Grimsdyke school. Traffic in Hillview Road at school times is already unbearable. The decision by the Council to start charging in the car park behind the shops off Grimsdyke Road has caused so many people to park in Hillview Road and made driving conditions almost impossible during the day. In today's environment every one drives their children to school. The thought of this extra traffic is totally unacceptable. I do hope you will reconsider this decision.
16. Alas, we are against the expansion of Grimsdyke School, for one main reason – traffic congestion.  
Even at present, out of school hours, traffic can be very bad, to the extent that, not uncommonly there total jams where at least one car has to reverse.  
The only way to avoid this is to make Hillview Road a one-way system with cars coming out of Colburn Avenue having to turn left into Hillview Road.  
Even this won't solve the problem of traffic jams which often occur at the junction of Colburn and Sylvia.
17. I am writing to voice my opposition to the proposals to expand Grimsdyke School in Hatch End (in response to your request for views on the proposal by the end of this month).  
The reason for my opposition is the public nuisance that results from the excessive traffic, and anti social behaviour, associated with the school.  
Despite repeated requests (see one such email attached below) the school governors and management have failed to take their share of the responsibility for these problems, and taken no effective measures to address or even mitigate the problems. The school seem to take the view that their responsibility and jurisdiction starts and ends at the school gate - something that we as local residents find unacceptable. The problems which are too numerous to detail here fall largely into two areas (traffic, and anti-social behaviour), and before any expansion takes place at the school we would like to see these problems addressed at a minimum by the following actions.  
Traffic: double yellow lines one side the full length of Grimsdyke Rd, Hillview Rd, and Colburn Ave, and residents parking on the other side of the road. Free parking during "school run" hours in the Grimsdyke car park, and an expansion of parking spaces in Shaftesbury Park. The provision of traffic or community police daily at the junctions of Grimsdyke / Hillview, and Colburn Ave / Hillview Rd during "school run" hours.  
Anti-social behaviour: a public statement by the school management on their commitment to address the problems; a "charter" to be signed by parents on joining the school on being a good neighbour; and more waste bins in the park play area & entrance, and in Colburn Ave & Hillview Rd emptied frequently.

We ourselves try to be a good neighbour and would like to see the school take the same approach - but in the absence of such a plan we remain opposed to the expansion plan - not because we object to increased numbers per se or in principle. We hope the Local Councillors take note of this negative public mood to the expansion plan (which also reflects our voting intentions). I would be grateful for the acknowledgement of this note, albeit I understand a collective reply to the issues raised might be required given the number of such responses you are likely to get.

"Dear Headteacher,

This quick note concerns the increasingly anti-social behaviour of the parents who drop their children off by car at Grimsdyke School. I should say at the outset that I write from the point of view of a local resident in Hillview Road, a "friend" of Grimsdyke School, and someone who is grateful and proud to have had their daughter at the school only some 5 years ago.

The behaviour I refer to includes the following anti-social behaviour of the parents encountered during a typical school week: people "barging" their way on the wrong side of the road whilst driving up Hillview Road; people refusing to let residents pull out of their drive; people pulling onto the grass and driveways to pass others down the road; people arguing and hooting their horns at each other as they "face off" driving up the road; blocking the car park within the park (not helped by the illegal parking of the ice cream van on double yellow lines used by parents daily in the entrance), and people today actually parking high up on the grass at the rear of the car park amongst the shrubbery overlooking our garden; people hooting their horn repeatedly to "call" their children from the playing field; the people throwing litter and food out of children's lunchboxes into the road. I could continue.

One view of this of course is that it isn't the school's problem - after all it happens outside the school gates - but I don't think a sensible person or responsible organisation would argue this, since all this traffic and associated problems relate to the school journey and day. Notwithstanding this can the school do anything about it even if it wanted to? Well ultimately maybe not effectively, but a reasonable response might be to communicate the problem via the PTA, during Parent Teacher evenings, via the website, and or other parent newsletters, asking for respect for the local residents. I also think the problem should be shared with the Governors, since this is also a reputational risk issue for the school, and damages the school's relationship with their broader stakeholders.

When all said and done a sense of proportion is of course important, and whilst it is tempting to respond by equally inconveniencing parents access to school and the park, this seems as unreasonable as parents own behaviour - at least until giving the school a chance to respond. I'm happy to pop in and see you and / or chairman of the governors if it helps - but I haven't much to add and hope I've made the issue reasonably clear.

Meantime, I send the school my best wishes for their real task or continuing your excellent educational role - and will continue to enjoy the annual fairs!"

18. Unfortunately we were unable to attend the consultation meeting regarding the expansion of Grimsdyke School. Therefore did not receive a consultation document. We live at XX

Colburn Avenue and are closely affected by this. Our neighbour told us what had been discussed at the meeting.

We are against the above expansion due to the major effects that it will have on the local area particularly the severe traffic congestion that already exists, due to narrow roads around the school and only one road that you can come up to the school.

Also one of the plans for the expansion showed the building coming right up to our rear fence. There will be a lack of privacy to the garden and house.

We would vote against these proposals.

19. I have only just become aware that there is a proposal to increase the intake of pupils at Grimsdyke school.

I am against this proposal as the current traffic congestion to and from the school is horrendous.

The junction of Grimsdyke road and Uxbridge Road is a real concern already as are the turnings into Hillview road from Grimsdyke road and out of Hillview.

20. I oppose the above mentioned expansion due to the increased traffic congestion this will cause. As a long term resident of Sylvia Avenue I have always avoided leaving/returning to my home when the children are being dropped off or picked up due to the parked vehicles and congestion in Hillview Road, plus the time taken trying to get out on to Uxbridge Road.

I trust consideration will be given to the concern of local residents before any decision is made.

21. We understand that there is a proposal to increase the intake by 50%

As residents of Upper Hillview Road we are very concerned that the consequent increase in traffic will exacerbate the already serious congestion that the twice daily school run is causing in the locality.

Additional problems will be caused by the extra staff parking required.

Were the expansion to go ahead the proposed traffic plan would require robust solutions.

22. As a resident of Sylvia Avenue for over 11 years, I strongly oppose the expansion of the Grimsdyke School expansion on the grounds of the additional traffic, congestion and chaos this will cause.

I have experienced, and been involved in, a number of altercations with parents who drop off their children at the school completely ignoring parking restrictions and or double yellow lines making it difficult to see on-coming traffic. There have been numerous near misses because parents insist on parking as close to the school as possible completely ignoring the inconvenience caused to residents, drivers or pedestrians. I continue to see cars reversing in to driveways in and around the school totally ignoring the requests of the school not to.

Increasing the size of the school will only exacerbate this situation. It will make this area an absolute nightmare even more so that it already is, by inconsiderate parents, who don't give a second thought about the residents.

23. I very strongly disagree about Grimsdyke School expansion.

I have lived in Sylvia Avenue for over 12 years and have seen no improvements in the traffic congestion that we experience when parents drop of or pick up children from School. If anything it is even worse. Many of these parents are even more inconsiderate than they used to be and have no respect for residents whatsoever.

They continue parking in double yellow lines near the school, making visibility of incoming traffic very unsafe. If you say something to these drivers, I have had some of them swearing at me in return. They do u-turns in any drive they like, making it also very dangerous for walking children or their parents. They park in the pavement green areas, destroying the grass and if you point it out they blindly ignore you.

We have not seen any enforcement from Harrow council to ensure that the flow of traffic decreases or that people respect the road safety regulations.

The maintenance of the road and pavements are also not up to scratch, specially in Sylvia avenue which seems to be the forgotten road.

The ignorance shown by these parents is quite astounding.

24. I live at XX Hillview Road and have just received notification that the above school would like to increase its intake. I am incredibly disappointed that I have received this information on a slip of paper pushed through my letter box - why were we not approached officially by the council? How can this happen?

The current level of traffic is high enough and to live in a road where you have to cope with 'rude' speeding car drivers - albeit only twice a day is enough. I seriously oppose the increase of this school in size.

### **Wednesday 26 November 2014**

25. I wish to protest that the proposed enlargement of Grimsdyke School. Will cause more traffic problems and local parking with such an increase in the school. If higher buildings are built this will spoil my natural light, and also effect the value of my property.

26. My concern is that traffic at school times blocks the roads especial at the 1-8 Colburn Avenue end and Hillview Road. Drivers do not think. Having once had an almost head on collision with one and several times been overtaken in Hillview Road while I was waiting to give precedence to oncoming traffic I can well see that an extra 50% more traffic at school times will make matters much worse. I have often thought it would not be a good time to have a heart attack or stroke as emergency vehicles would have great difficulty getting through.

Unfortunately there is only one road in and out of the Grimsdyke school area. In the 1930's that was not an issue now when everyone seems to drive their children to school it is another matter. Do we have to wait for a fatality caused by the congestion and inability of emergency vehicles to get through in time!

Also where would the extra vehicles park while dropping off their children. Across my and other peoples drives no doubt. Trying to get on or off ones own drive at school time is difficult at best and sometimes impossible. You have to wait for the traffic to subside.

27. We did not receive the previous consultation document.  
AGAINST the the Expansion.

28. I have not been consulted with regard to the school expansion plans for Grimsdyke school. As a local resident I am against expansion. Please ensure the local residents are consulted in future.
29. I would like to inform you that I have not been formally consulted about the proposed expansion and from what little I have heard would like to announce my objections. I am a resident of Grimsdyke Road and already suffer from the traffic and bad parking that results from both the school and high street.
30. I would like to object to this proposal on the grounds of traffic congestion which is already very bad and would just become unacceptable if this expansion goes ahead.
31. I received a news letter on 26/11/14 from the Local Steward for Grimsdyke area Hatch End about the Grimsdyke school expansion. Until this time I was not even aware of the expansion from 420 to 630 consultation process concluded on 16/11/2014. My Bungalow (garden) falls right behind the school play ground on XX Sylvia Ave. I have the following concern and questions:
- a) How come we have not been sent a letter during the consultation process? How can residents like us can be this missed out?**
  - b) The traffic volume in the morning and afternoon during the school term is very bad as it is with 420 pupils. Parents park the car all over the place and ignore the double or triple or even zigzag yellow lines.
  - c) Drive ways are blocked, Three point turning is done. Schools entrance is blocked by parents dropping the pupils.
  - d) The Hillview Road /Sylvia Avenue /Coburn Avenue is very congested due to cars parked on both the side of the road. In the mornings and in the afternoons the roads are very congested. The cars coming off the Grimsdyke to join Uxbridge Road tails back to the end of Hill View Road and can take up to 10 minutes to join Uxbridge Road. I have seen Drivers using the car park and coming out of the no entry to avoid the long ques. Drivers often drive one wheel on the pavement. You can see the wheel imprint on the grass verge on Grimsdyke Road.
  - e) The big delivery lorries at moment struggle to get through and may be in emergency Fire brigade would struggle to reach the destination in quick time.
  - f) I have occasionally seen CCTV cars patrol but to be honest, its waste of public resource and ones in a while it does not make any difference.
- I would like to object the proposed expansion very strongly. I suggest that you should visit the school area during peak time (few times) to get the flavour of what I am highlighting and would appreciate my comments bit more.
32. I have before me as I write a page from an old issue of the Midweek Observer and Gazette dated 28th July 1970 the heading which reads THE STREET OF HAPPY FAMILIES with a photograph of Hillview Road, Hatch End showing a beautiful tree lined road with hardly a car to be seen. I know this is a long time ago, but I wonder how many really 'happy families' still remain nowadays due to the road having turned into a car park. This, mainly due to the car park at the bottom of the road in Grimsdyke Road, being changed by the council from a free to a fee paying area.

Now we have the possibility of extra traffic due to the proposal that the intake in Grimsdyke School be increased by a substantial number. Unfortunately, instead of walking children to school, many Mother's prefer to make the journey by car making the traffic problem in the area even more difficult.

I, therefore, object very strongly to this proposal not only taking into account the extra traffic but also the pollution caused by all the extra cars, which must surely be a consideration as to the children's health and require a rethink by you as to the current proposal.

33. I have not received any consultation documents but I am emailing to register my objection to this proposal because traffic congestion at the present is high and will be much worse if there is expansion at the school.
34. We have recently been made aware of plans to expand the capacity of Grimsdyke School from currently 420 pupils to somewhere in the region of 630 pupils in the coming years. Bizarrely, we did not receive any notification from Harrow Council in respect of this plan even though we reside in Hillview Road and will be directly affected by any change. We wish to place on record our strong objection and utter horror at this proposal. The current situation, without the addition of extra capacity, is a catastrophe waiting to happen. It would be virtually impossible for any vehicle to navigate through the traffic congestion on the one and only route via Colburn Avenue to Sylvia Avenue, Colburn Avenue, Lyndon Avenue, Derwent Avenue and Newlands Close in the event of an emergency during school opening and closing times. Please do not for one minute think this is a quick 15 minute interlude at each end of the school day. We have witnessed numerous roadblocks over the years from Sylvia Avenue right down to the Uxbridge Road lasting 45 to 60 minutes because of backed up of traffic. Any proposal to compound this situation even further by increasing the school capacity is ludicrous. Are we the residents to be put at an even greater risk of a failure to receive effective emergency care? We understand that if the expansion is approved, a traffic plan would be put in place. Unless this plan were to provide for a completely new access road from Oxhey Lane to Sylvia Avenue, then it would not be worth the paper it is written on. We have grave concerns that one day an emergency vehicle will be unable to attend a resident or residents for the reasons outlined above and that the result could be fatal. Surely individuals with the power to influence such a decision have thought this through????
35. Firstly, we are angry to have not received the Consultation Document you have completed on the proposed expansion of Grimsdyke School, especially as we live in the part of Grimsdyke Road which would be most affected by the increase in school traffic. We are completely against the expansion of school numbers from 420 to 630. As you are well aware the only access by road to and from the school is via Grimsdyke Road. At present, we find it impossible to get out of our drive and onto the main Uxbridge Road for at least half an hour leading up to the start of the school day and half an hour at the end of the school day, as the sheer weight of traffic causes a jam outside our house. An increase in numbers will certainly mean an increase in car traffic to/from the school. This is further aggravated by the fact that the Asquith Nursery on the corner of Hillview and Grimsdyke Roads only has one entrance .rents block these roads in their cars

waiting for someone to come out enabling them to drop their toddlers in the Asquith car park.

The two situations often come together causing havoc and we have personally witnessed several arguments and car scrapes resulting from this.

Also, occasionally, cars park on both sides of Grimsdyke Road causing a blockage both ways as only one car can drive through. This is dangerous enough in itself, but with the increased flow of traffic from the school it turns into chaos.

An ambulance or fire engine would find it extremely difficult to get through in those circumstances. This is totally unacceptable, as, again, there is no other way of getting into any of the roads leading off of Grimsdyke Road.

We therefore wish to object to these proposals and hope the Council will reconsider.

36. I received a note through my letterbox today advising of the proposed Grimsdyke School expansion.

I am writing as I did not receive a consultation document and would like to register a vote against the proposed expansion.

I am voting against as we already suffer from considerable traffic congestion at school times and this, in the absence of a proposed traffic plan, can only get worse.

37. I strongly object to the proposed expansion of Grimsdyke School as this will increase traffic congestion even more. I am a resident on Colburn Avenue and it is a problem even now with so many parents dropping their children by cars.

38. I am writing today regarding the Grimsdyke School Expansion. Firstly I have to say that I Am disgusted that I never received a consultation document regarding this scheme and as a Council Tax payer I find this really insulting. How can a Professional London Council make such a fundamental mistake, considering I live 100 yards from the School it should have been hand delivered.

The School traffic around Hallam Gardens is pretty bad most mornings and is used as cut through also from Altham Road. (No speed humps and small children). The roads around the School are seriously congested currently and adding another 200+ more pupils would be a big mistake. After all this is where I live and many mornings I cannot get out of my own drive.

I am therefore against the expansion programme for Grimsdyke School.

#### **Thursday 27 November 2014**

39. I am a resident of Hillview Road and attended the recent meeting at Grimsdyke School.

My initial impulse was to object to the expansion. Having listened to the reasons behind the decision I understand the situation more fully and have changed my mind.

However, I would urge the council to consider the traffic implications. Realistically, no amount of requests for parents to be considerate is going to work - I say this from nearly 30 years experience!

I'm sure you have had many suggestions regarding one way systems in the surrounding roads and no right turn out of Grimsdyke Road onto the main road.

Mine is a more expensive solution. Making another road from the end of Colburn Avenue, over the farm land, through to Albury Drive, so easing the traffic on Hillview road.

Certainly worth a thought I should think.



As a former Grimsdyke parent I want nothing but the best for the school, but at the same time, the needs of local residents need to be taken into account.

40. I am writing to object to the Council's proposal to increase the intake of pupils at Grimsdyke School over the next seven years on the basis that there is currently no published traffic plan relating to the expansion of the school.

Having read in the local press only recently that Harrow Council invited parents of pupils and some of the nearby residents to the consultation meeting, I am writing to advise you that there has been a serious misjudgement by the Council of the number of local area residents that needed to be issued with the consultation document. It is understandable that there was a low response to the initial consultation when so few residents were aware of the plans.

Bearing in mind that current pupils come to the school from all around the Borough of Harrow, the proposed expansion will have a major effect on the whole of Hatch End particularly in respect to the impact on the severe traffic congestion that already exists. As a resident of Grimsdyke Road we currently see a high volume of traffic during the morning and afternoon school runs, with many of the parents parking in this road and the nearby streets such as Hallam Gardens and Hillview Road, and then walking their children across the Shaftesbury playing fields. I believe this is also the case on the other side of Hatch End in the Avenue where parents park and walk their children across the railway footbridge.

The decision to expand Grimsdyke School can not be made without a thorough review of the current traffic/parking problems and a subsequent approved plan for solutions to these issues that effect the majority Hatch End residents and not just those in the immediate vicinity of the school.

41. I have recently become aware of the proposed Grimsdyke School expansion. From the information provided, it is stated that schools across the borough are being expanded for local children.

However, more and more children are being driven to school from ever increasing distances, especially to well achieving schools. So it is not always the case that local children attend local schools.

I have certainly noticed the increase in traffic congestion from Uxbridge Road to Sylvia Avenue, through Grimsdyke Road and Hillview Road.

I am a local resident who has lived on Hillview Road for nearly 15 years, and, increasingly, it has become more and more difficult to leave my house at 'school rush hour times'.

The traffic congestion at 'school rush hour times' is already a major problem, affecting Hillview Road and Grimsdyke Road. With the proposed expansion plans to increase the size of Grimsdyke School by 50%, the local roads will be brought to a virtual standstill at peak times!

I am making the strongest of objections against the proposals to expand Grimsdyke school.

I trust that the Council and other authorities will take the views of local residents seriously.

42. I write to inform you that we have not been consulted about Grimsdyke School Expansion and would like to object to these proposals.

The congestion and traffic in the area is already very high causing complete gridlock in Hillview road and Colburn Avenue around school drop off and pick up times.

Over last two years there has also been an increase in the number of cars parked in these roads due to the introduction of pay and display car park in Hatch End which has already added to congestion. There is no through traffic in the roads around the school which means that cars have to drive in and out during school traffic times making it very difficult for local residents to use the roads at the same time.

43. I am a resident of Grimsdyke Rd, Hatch End and I am alarmed at the proposed expansion of Grimsdyke School.

Firstly, traffic is, at present, at an intolerable level particularly at the Grimsdyke Rd-Hallam Gardens junction where parents park to walk through the park en route to the school. The safety aspects at this point are considerable and will only be exacerbated by an increase in school numbers.

Secondly, the queue to exit Grimsdyke Rd at the junction with the Uxbridge Rd. is already lengthy particularly as many drivers persist in turning right, which in itself is a major cause of traffic congestion when leaving Grimsdyke Rd.

The road networks around the school were not designed to cope with such a substantial increase in school numbers and I doubt that plans for more pupils to walk to school will ever come to fruition.

The school numbers are, as I see it, are now at a maximum and I personally object to the numbers being increased.

44. WE LIVE AT XX SYLVIA AVE

WE OBJECT TO THE IDEA OF 230 MORE CHILDREN AT GRIMSDYKE SCHOOL  
IT WILL MEAN MORE CARS AND NOISE THE ROAD CANT TAKE IT  
WE HAVE HAD CARS PARKING IN OUR DRIVE AND ACROSS OUR DRIVE

45. We strongly object to the intake of Grimsdyke School getting increased from 420 to 630!

The first we heard of this was in the paper when the plans were already in place! The residents have not been consulted about the expansion plans at all.

Firstly Grimsdyke School is situated in a quiet built up residential area. We had moved to the area for that reason. The traffic is already a huge problem in the area. Even when I reverse out of my driveway in the mornings (in a quiet cul de sac consisting of 8 houses), there is traffic and it takes me 10 minutes just to get onto the main Uxbridge Road during term time! This is already not acceptable and the council plans to add to that problem as opposed to alleviate the problem.

I agree there needs to be more school places but strongly feel that Grimsdyke School is not the right school to expand. The roads are too congested already and school is situated in a quiet residential area. Grimsdyke is a good school in Harrow with a great reputation and that seems to be the main reason for expanding it - the residents have not been given any consideration. Pinner Wood has been granted permission to expand which should take many pupils from the hatch end area. What about Pinner Park school on headstone lane? That school is more accessible and is on a main road.

I know Grimsdyke School (as with other schools) has looked at travel plans and ways of controlling congestion in the surrounding roads, such as encouraging pupils to walk to

school, however there has been no improvement. The general culture is dropping children to school by car and that will not change instantly.

I do hope residents' views are seriously considered. I am happy to discuss this in more detail with you.

#### **Friday 28 November 2014**

46. I would like to bring to your attention that I live in Sylvia Ave ( No. XX post code. HA5 4XX ) and did NOT receive a notice of the above changes.

My objection is based on traffic flow .

At the present time , student and staff arrival and departure times , are absolutely chaotic , and the only roads to arrive and leave by , simply cannot take the current volume of traffic. Therefore , any expansion of school numbers in my view and of my family , would make the traffic situation impossible and even dangerous .

I hope you will reconsider this proposal

47. We have been made aware that the Council is proposing to increase the number of pupils attending the above school by 50% from September 2015.

Should this plan be approved, it would have an appalling effect on local residents. During school opening and closing hours, the traffic on the surrounding side roads is dreadful.

The adjacent roads become gridlocked every day and which would certainly become worse as the traffic alone would be increased by 50%.

Quite frankly as residents we already have to factor into our day to avoid leaving or coming home during these times.

We understand that should the expansion be approved, a new traffic plan would be proposed, however this could not possibly be satisfactory as the surrounding roads are narrow side streets and cannot be expanded.

Due to the above, we strongly object to these proposals, which would have a severe negative impact on local residents

We have not been consulted by yourselves regarding this proposal, even though we would undoubtedly be affect, there would you please ensure that we are placed on the mailing list for future Consultations?

48. We are residents on Derwent Avenue for over 20 years. We have been witnessing the traffic jams and chaos at the start and closing times of the school, and have always wondered why this has got worse over time.

As a society, we now have more cars and bigger cars. Children now are dropped by parents in their cars, and a low percentage of pupils walk to the school. All this translates into traffic. In particular for Grimsdyke, there is only one road into and out of school area which is always jammed up and causes chaos, especially in wet and winter conditions. All the residents have more cars parked on roads making it more difficult to manoeuvre, and causing much road rage as well.

By expanding the school, the above scenario can only get worse, even if plans to alter the road network are approved. This area does not need more traffic.

Consequently, my wife and I are opposed to the increased school size, and vote against the proposal.

49. I DID NOT receive the consultation document for the Grimsdyke School expansion.

I would like to document that I want to VOTE AGAINST the school expansion because of the major effect it would have on the local area especially on the severe traffic congestion. Please kindly record my objection to the expansion plan

50. As a long term resident of Grimsdyke Road (1986 to the present day) the first I heard of the proposed expansion of the school was two days ago when Pinner News dropped through my door.

Both my two sons attended the school and most of its success and family atmosphere conducive to learning was the fact that it was not a massive school. I am horrified to discover that within the next few years it will be half as big again. I am puzzled – where are all these extra children coming from? Out of the school's catchment area I guess, there are certainly not that many school age children in Grimsdyke road. Many of the residents are elderly (like me).

Grimsdyke road on a week day in term time is chockablock with cars parked for the school – umpteen children can be seen piling out of the badly and selfishly parked 4x4s and other large cars and heading off to cut through the Shaftesbury playing fields. Many of the cars are left in Grimsdyke road till the end of school (presumably the parents head off to catch the train to complete a day's work). Where are all these extra cars to be accommodated?

I object to these proposals most strongly. Please spare a thought to the long suffering residents who can really remember when Grimsdyke was truly part of a tightly knit local community that gave local children a chance to be educated at their nearby school.

51. As a long term resident of Sylvia Avenue for over 30 years, I strongly object to the proposal to increase the intake of pupils from 420 To 630 in the next few years. The traffic congestion is currently a big problem and it is often impossible to find parking near our homes. Parents and visitors often block driveways or park without due regard for other road users. There is also only one way in and out for the residents of Sylvia, Lyndon, Derwent and Colburn Avenues. In addition we experience problems driving along Hillview Avenue, because of inconsiderate parking by commuters. The situation is currently horrendous. The increased traffic that will result from increasing numbers will put intolerable strain on the residents of these roads. It is very stressful trying to get through in the morning and afternoon. It is often apparent that in case of an emergency, the emergency vehicles will be restricted from getting through quickly. Safety of pedestrians would also be questionable.

In view of the problems we are already experiencing, I do hope you will be able to reconsider this plan.

52. We regard it vital the Borough presents traffic management and road plans in conjunction with the proposal to expand the local school.

#### **Saturday 29 November 2014**

53. We did not receive a Consultation Document.

However, we would like to point out the school expansion programme will cause severe traffic congestion in the area. As it is, parking our cars has become a lottery, particularly

with the rapid building extensions taking place in the area. Gone are the days when we were able to comfortably park our cars in front of our house.

Furthermore, the school authorities, we believe, have not taken sufficient trouble to impress upon the parents of the children not to park their vehicles on streets near the school and sometimes across private driveways.

They have been, I believe, allocated space for parking in the park area. The problem is very much aggravated during school function days.

If the school expansion is to go ahead, please put in place a strict traffic arrangement and enforce it. It is not uncommon to see parents parking cars on yellow/double yellow lines and on the road humps, particularly at the beginning and end of school. We believe the privacy of the residents around the area need to be respected and resident parking is not interfered with.

54. Reference is made to the ongoing consultation about the Grimsdyke School Expansion. I am not so sure if I have received and returned the consultation papers. Anyway, to be on the safe side, I am hereby informing that I am against this school expansion.
55. Whilst appreciating the ever burgeoning need for more school places we feel that to increase the current intake from 420 to 630 i.e. 50% is far too large an increase bearing in mind the present scale of school vehicle traffic. This would result in the already over-burdened roads being horrendously over crowded. The previous road re-organisation scheme which was implemented 2 years ago and at vast expense has resulted in clogged roads around the immediate area at school times bearing in mind the school is in a residential estate with limited ingress and egress. However, no notice was taken of residents' views at that time and doubtless the same will apply this time.
56. Further to your plans to expand Grimsdyke School from a 2 form entry to a 3 form entry. I am a local resident who lives on Lyndon Avenue which is part of the small estate which serves Grimsdyke School.
- The estate has limited access as it can only be entered by car from Hillview Road. At present residents experience severe congestion issues at school drop off and pick up times. This issue has recently increased since the reception and year 1 classes at the school have been expanded to 3 form entry.
- There are regular problems with the parents who chose to drive their cars to drop off their children. I have witnessed them parking on the school zig zag/yellow lines, parking across people's drives, double parking on the roads, parking on the grass within the park and driving onto the school entrance drive the reversing out whilst children are arriving at school.
- As well as the parking problems I have observed anti-social behaviour. Parents shouting and swearing at local residents who complain when somebody parks across their drive. At present this has not been dealt with by Harrow Council. I have only ever seen one parking warden during drop off and pick up times at the school. In my view this lack of enforcement by the council has supported and empowered these parking issues.
- As well as the above I am seriously concerned that if there was an emergency on the estate it would be nearly impossible for an ambulance or fire engine to get to and from the

estate quickly. Therefore, it is my view that Harrow Council's decision to expand the school is putting local residents at risk.

In my view Grimsdyke School would only be suitable for expansion if Harrow provided another access road onto the estate. Please note any idea that parents can be educated not to drive cars to the school is ludicrous.

Before any decision is made a proper survey of the number of cars currently coming onto the estate needs to be undertaken. With this data it should be easy to predict the increased congestion. This type of work will support the fact that this is not a suitable school for expansion. I would ask that the decision to expand the school is delayed until this investigation is conducted. I would hope the outcome of any investigation is shared with the local residents at this point a further consultation should be conducted.

It is Harrow Council's and its elected members duty to ensure any decision made in relation to this issue is investigated properly, well thought out and that it is in the benefit of the School and the local community. Therefore, I hope my concerns are taken seriously?

### **Sunday 30 November 2014**

57. As a local resident (Newland Close) I object to the proposal on these grounds:

- a) Traffic congestion -this is already bad, local residents are held to ransom by the school run around 8-9 am and 3-4 pm with tail backs from Uxbridge Road up Grimsdyke to Hill View. Perhaps Council staff and councillors should view this for themselves.
- b) What is Harrow's catchment area that encourages this school run? A recent case of dubious local residency entitlement also come to mind.
- c) Why isn't the money being invested in other schools.

Related to the topic of congestion is that of traffic management.

So called recent road improvements and the restrictions on parking (eg Westfield and the resulting overspill into other roads) have not improved the locality.

I suggested to the council and HERA that Grimsdyke road be slightly widened at the Uxbridge Road with a left and right/straight lanes be established, this would help in the congestion referred to in a) above. An additional idea is to make Hill view a circular one way road.

58. We live in Grimsdyke Road and understand that we could be affected by major effects of traffic congestion if this is approved.

We have not seen any consultation document regarding this but would like to object most strongly to this proposal going ahead.

59. I wish to object to the expansion of Grimsdyke school by 50%.

The effects on the local area due to severe traffic congestion that already exists will be unfair on local residents!

60. We are writing to object to the proposals for the expansion of Grimsdyke School from 420 to 630 pupils in the coming years. At the moment traffic congestion in the morning and evening at school opening and picking up times is already very bad and as local residents who live opposite the school we feel that the area could not cope with the huge increase in traffic that this expansion would incur. As you know there is only one way into the Sylvia Avenue estate and it is not fair at all for local people to have to put up with even more

travel congestion. It is a nightmare leaving for work at 8.30am or coming home at 3.30pm due to the amount of cars. The area quite simply cannot cope with more traffic and we fear that it would lead to more accidents and the safety of everyone, especially children, being put at risk.

We believe Grimsdyke to be a great community school. However we are completely against the expansion of the school for the negative impact that it will have to residents in Syliva Avenue and the surrounding roads.

61. We are writing to express our objection to the poorly planned expansion of Grimsdyke school.

Whilst appreciating that there is a need to provide extra school places for a rapidly expanding population, we do not accept that Grimsdyke should be one of the schools chosen to expand based purely on the increased volume of traffic that this will inflict on the residential area around the school. Apart from the increased noise generated by parents usually driving their children to school, there will be considerable traffic congestion around the school, increased nuisance parking in residential areas and congestion from all roads leading onto Uxbridge Road. The planned programme is ill-conceived, plain crazy, increases pollution and ignores the health & safety risk to local residents.

62. We, my wife and I, both strongly object to the expansion of the Grimsdyke school. Our primary objection is based on the for the amount of additional traffic.

#### **Monday 1 December 2014**

63. We recently sent communications to Harrow Council regarding the above.

The first document was a letter in response to the planning application for change of use of the School House which overlooks our property.

The second was an e-mailed letter regarding the development of the school. This was duly acknowledged with a request to add the comments to the website, but I did not do this, due to lack of available time to repeat the exercise.

However, having studied all the comments on line and, in the light of a letter recently circulated by the Road Stewards for Hatch End, I am again submitting some of our opinions, as follows.

The comment that "Grimsdyke School is well located to help meet the increase in demand for school places in the North West Primary Planning Area" clearly illustrates the total lack of comprehension and forethought that has gone into this scheme. Well located it is not.

This expansion will have a profound impact on the neighbourhood. I calculated that the intended increase of 90 children next September alone, if you generously assume that a third of these may walk to school, would mean that 60 pupils would be driven to and from school each day. This represents a total of 240 additional movements on

Grimsdyke/Hillview/Colburn and Sylvia Avenues (2 movements per journey as ingress and egress to the site is over the same route). This would lead to the whole area becoming totally landlocked on a regular basis. The outcome of this would be heightened stress levels for all concerned with roadrage incidents extending right to the junction with Uxbridge Road. Occupants of all houses in these side roads would be obliged to leave for their workplace, wherever it may be, un-necessarily early to avoid the chaos.

It is currently akin to living next door to the factory and we have to try and arrange our day to avoid returning home at school-leaving time any goods being delivered to our house.

It is pointless even suggesting any expansion unless or until problems with the current situation is addressed, Unpleasant incidents with cars parking on driveways has increased considerably this term, with their driver's arrogance and attitude being quite objectionable. We believe that the current number of pupils are receiving a reduction in amenities due to the limitation of available space. It is unfair to expect compromises to be made by the residents in solving the problems. I think the fact has to be accepted that Grimsdyke School has exceeded its full capacity and will require improving just to satisfy its current requirements. Greater expansion than this is too ambitious and other schools in Harrow, not situated in a completely residential area, and with limited access, will have to be considered to fulfill such needs.

64. I am a resident of Hillview Road and did not receive the consultation document.  
I am against the school expansion.

65. It has just been brought to our attention that there was a consultation process regarding the proposed expansion of Grimsdyke School. We did not receive the consultation documents.  
We live on hillview road and the traffic is already terrible. If the school expansion goes ahead this will have major impact to the local area especially the severe traffic congestion that already exists.  
We object to and vote AGAINST the proposal for the expansion.



# The Hatch End Association



The Avenue  
Hatch End  
Pinner  
HA5 4

24 November 2014

Johanna Morgan,  
Education Professional lead, Education Strategy Service,  
Harrow Council, Civic Centre  
PO Box 22,  
Station Road,  
Harrow HA1 2UW

Dear Madam,

## **Full Statutory Proposal for prescribed alteration to expand Grimsdyke School.**

The Association has reviewed the response to the consultations, and the Officer Response in the Council proposal document. While the number of responses might be considered disappointing it is clear that the principal concern, in an increase of fifty per cent in the number of pupils, is traffic volume, congestion, parking and road safety in the residential roads surrounding the school. This concern is supported by feedback reported to the Association representing over 1600 residences and businesses containing Harovians of varied ethnic groupings, ages and sexes in the Grimsdyke School catchment area.

The Association considers the Officer Response to the consultation to be inadequate on the question of Traffic and Congestion issues. No solutions or mitigations are indicated. The response is all about what will be presented in the future which does not meet or indicate proposals to deal with the concerns expressed in the consultation.

Because vehicle access to Grimsdyke School is only by one road, Grimsdyke Road, the solution to the traffic problems is paramount in the viability of expanding the school. The Association feels it is unwise for the council to proceed with the expense of drafting planning proposals, which include traffic assessments and school travel plans, before their latter have been fully considered by the school and local residents.

The Association recommends that the Council rejects the proposal until a satisfactory Traffic Assessment and School Travel Plan is provided with a revised proposal for consultation.

Yours sincerely

Mr Julian Maw  
Co-Chairman, Hatch End Association

Lyndon Avenue  
Hatch End  
Pinner  
HA5 4  
Middx

16 November 2014

Johanna Morgan  
Education Professional Lead  
Education Strategy Service  
Harrow Council  
Civic Centre, PO Box 22  
Station Road  
Harrow HA1 2UW

Dear Ms Morgan  
Grimsdyke School Expansion Proposals

I am writing in response to the Full Statutory Proposal for the Expansion of Grimsdyke School as published on Harrow Council's website. You have asked for people to support, object and make comments on the proposals which will then be reported to the Harrow Council Cabinet at its meeting on 15 January 2015.

As I am not sure whether my comments on the Consultation process will be taken into consideration at this stage I am writing to you to repeat much of what I said then.

Grimsdyke School is excellent with Exceptional from the Schools Inspectorate, therefore has high demand. I understand that children from the other side of the Uxbridge Road can't attend this excellent school and have to go to Pinner Park School. The whole reason Grimsdyke School was built and opened in 1939 was because there was no primary school in Hatch End and children had to go to Pinner Park School. So it is ironic that 75 years after it opened children still have to go to Pinner Park. **For this reason I am not against expansion of the school.**

But I say it with a heavy heart as I live in Lyndon Avenue, which is one street away from Grimsdyke School, which is slap bang in the middle of an estate with basically one entry point. Already, due to most houses having more than one car, parking is a breaking point, which is exacerbated each morning and afternoon by parents driving their children to the school gates with no respect or concern for the people who live beside the school. At these times, residents, myself included, are virtual

prisoners as to try to leave involves a difficult drive and the rudeness of many parents who see driving to the school gates are their right. If I leave my house around 8am I don't have a problem with the extra traffic. If I leave a bit later, say 8.20am until 9am, I have a huge problem. I really do not see why the will of people who do not live on this estate should overrule the people who do live here.

I know a traffic plan will go with the planning permission but will it be enforced? We are told that the Council has a CCTV van – I saw it for the first time last week – but once in a blue moon is no good. It would need to come every day but then I don't know how much good that will do. I understand that parents will be told they can park in The Avenue or in Grimsdyke Road or Grimsdyke Car Park. But how do you enforce this, especially in winter or on a wet day? It is not just a matter of 20-30 more parents for Reception but once they move through the school this number will increase exponentially. There is NO WAY OUR NARROW 1930s ROADS CAN COPE WITH THIS.

I see a lollipop person has been suggested but perhaps a parking/traffic attendant to keep cars moving, only dropping off rather than parking might help. Parents should be encouraged to walk with incentives as happens in other parts of the country. Road safety awareness and a zebra crossing could ease some problems for parents who step out in front of cars.

More importantly, perhaps times of drop off and pick could be staggered which would not only make life easier for residents but parents as well which might just leave everyone satisfied.

Now for emergency vehicles – twice this past week there have been two police cars and an ambulance in the area: in Hillview Road and Grimsdyke Road. The incident in Grimsdyke Road snarled up the traffic and caused huge jams. Imagine if this happened during the school start and finish times?

Something needs to be sorted out now because once the expansion is in place and the roads are gridlock there will be no turning back.

Yours sincerely

21st November 2014

Lyndon Avenue  
Hatch End  
Pinner  
Middx. HA5 4

Johanna Morgan

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Educational Professional Lead  
Education Strategy Service  
Harrow Council  
Civic Centre  
P.O. Box 22  
Station Road  
Harrow  
Middx. HA1 2WW

Dear Madam,

**Proposed Intake at Grimsdyke School**

Having been a resident in Lyndon Avenue for many years I have seen a vast increase in the traffic especially over the past few years and especially at school time in the roads around Grimsdyke School.

To my mind this proposal would make matters much worse at school time, with the parents parking wherever they see fit and causing absolute chaos, and often refusing to give way when there is obviously nowhere for them to go. Should any of the emergency vehicles try to get through at this time, it would be nigh impossible, possibly causing a life threatening situation.

The other morning I walked through Shaftesbury Playing Fields at 8.20 and counted 42 cars in the car park there, presumably all of these having negotiated Grimsdyke Road, Hillview Road and Colburn Avenue. Why on earth isn't it possible for these people to park on the other side of the park and WALK their children to the school? Unfortunately this is something that is impossible to enforce. I have actually witnessed a resident in Grimsdyke Road driving their child to the school! To my mind the only drastic solution is to ban all school traffic and issue residents' permits and bus the children in. Very difficult to instigate I agree.

One of the other problems would be with the construction traffic for the additional buildings at the school which will obviously add to the traffic chaos, as well as causing upset to local residents with the noise, etc.

I have a feeling that residents' objections won't make much difference to the Council's decision which has probably already been decided!

Yours faithfully,

PS. Apparently a lot of the houses in Lyndon Avenue and Hillview Road did not receive notification of the meeting on 14<sup>th</sup> October at the school. Either a very bad oversight or a deliberate ploy!

HILLVIEW ROAD  
HATCH END  
PINNER  
MIDDX  
HAS 4

TO: MS JOHANNA MORGAN

26-11-14

Re: Proposed increase intake of Pupils  
from currently 420 - 630 at Grimsdyke School

As a resident of Hillview Rd the above proposal is not viable bearing in mind the existing excessive road traffic. Another 100 to 200 cars daily would be virtually impossible in this residential area.

Hillview Rd is already pot holed continually throughout the year due to the already existing traffic & is constantly in need of repair

This proposal is totally unacceptable

Yours Faithfully

For the attention of Johanna Morgan (Education Strategy Service)

### Grimsdyke School Expansion Proposal

I'm a local resident and a parent of a child currently attending Grimsdyke School and although I have already previously commented on the proposal (see attached), I should like to object once more.

Firstly, I should like to repeat the fact that the consultation letter sent by the council wasn't widely distributed. I feel it's grossly unfair that non-school residents of various other local roads (e.g Hallam Gardens; Derwent Avenue, etc) were not advised of the proposals and, in particular, the meeting which took place on 14<sup>th</sup> October.

I also thought it unfair that the meeting was held at 6.30pm when most working residents and parents would have found it fairly difficult to get time off to attend. I can tell you that whilst I was walking to the school to attend that meeting, I noticed that the Chair of Governors himself struggled to make it on time. I could see the stress and anxiety on his face, which was clearly caused by the rush to be at the school by 6.30pm!

Like many other local residents and parents, I'm **completely against** the proposal to permanently expand Grimsdyke School. In the current circumstances, there are far too many parents dropping off their children by car which creates an unacceptably high volume of cars in a densely populated area. There is only one road (Colburn Avenue) leading into and out of the school area.

Frankly speaking, the **continued aggressive** driving and bad parking habits leaves a lot to be desired. It happens on a daily basis and this is even before the school has expanded any further!

With this letter, I'm also attaching numerous sample pages from the Headteacher's regular newsletters which clearly shows parents flouting rules and regulations.

Three point turns in the middle of the road are also a daily feature. In fact, at the meeting, I came across one very local resident whose drive way wall was supposedly damaged at least twice by careless parents. This is not acceptable and the situation will only worsen if the expansion proposals proceed. It's only a matter of time before someone gets injured as a result of increased traffic; bad driving or aggressive behaviour!

Contrary to what I felt previously, I'm now strongly convinced that a major revamp and re-design of the roads will **not** alleviate the problem. The current site is simply **unsuitable** for any further expansion.

As I said in my original comments, I think that the best solution would be to split the school into two locations. I still feel that the 2<sup>nd</sup> site should be at the Harrow Arts Centre.

Considering that that the council is under immense pressure to save money, it makes perfect financial sense to make use of the fantastic listed building (which was originally a school many years ago). This would also allow Harrow Arts to continue in a limited way, thereby satisfying the wider community at large.

Public money would also be saved in not having to construct a new building on the current Grimsdyke site to house new children. This would also help those local residents who might have been concerned by the prospect of heavy building trucks and construction noise.

In fact, as I commented previously, the caretakers building could be sold off to raise funds for a new kitchen at the current site and also help finance the cost of a new school minibus.

In summary, I appreciate that there is heavy demand for primary school places, However, the current site is not practical for any further expansion and I ***strongly*** urge you to look at other alternatives (in particular the two site option).

I was at the meeting held at the school on 14<sup>th</sup> October and would comment as follows.

Firstly, I felt that the meeting should have been held at a slightly later time of 7 or 7.30. This would have allowed a lot more working people to attend.

Secondly, I thought it unfair that those residents from Derwent Avenue and the remaining part of Hillview Road were not included in the postal consultation.

Moving on, as a local resident and parent of a child currently at Grimsdyke, I don't agree with the current proposals.

As it stands, the school is quite unique in that it is effectively located in a big "cul de sac". This alone creates major problems in terms of traffic flow and, potentially, makes it very difficult for emergency vehicles to pass through during school mornings and afternoons.

In addition, the roads surrounding the school are heavily residential, meaning that car parking for school parents is somewhat limited.

Furthermore, the car park in the local playing field fills up quite quickly and a lot of parents continue to park on grass verges (and on the playing fields!) overlooking neighbouring gardens. In addition, the road leading into the car park is quite narrow, which creates its own problems. The Ice Cream van parking on double yellow lines close to the car park entrance also doesn't help!!

Despite continued warnings and requests by the Headteacher, people continue to disregard the zigzag/yellow lines and also park across driveways. Careless driving and 3 point turns in the middle of the roads are also a regular feature of daily life.

Whilst the gentleman from the council explained that every school has an annual travel plan which encourages parents to avoid using cars, in reality this is not enforceable and people will continue to do as they please. He also mentioned that the council has 2 CCTV cars to monitor illegal parking. Unfortunately, this is grossly inadequate as I rarely see these vehicles (or any parking wardens) around the school.

Frankly speaking, unless the council undertakes a major revamp of the local roads and provides improved (and increased) car parking facilities, the expansion will lead to unnecessary tension and conflicts between residents and school parents (and even the school itself).

The Headteacher also mentioned that, every year, the school has to keep turning down local applicants because of a lack of available places. To me that sounds strange because I've come across many Grimsdyke children who seem to live in excess of a mile away.

Do they gain admission because their parents have rented local accommodation on a short term basis (thereby denying the more permanent local residents) or is it simply a case of an ever widening catchment area? An expanded school will only serve to increase the volume of cars in a densely populated and claustrophobic area.

Whilst I agree that there is heavy demand for school places across all ages, I think the best solution to expand Grimsdyke School is as follows:

- 1) An expanded Grimsdyke School should be based across two separate geographical sites



- 2) The current site should remain as it is and would house 4 year groups (from Reception to Year 3). This would accommodate 360 children (i.e, 90 children x 4 year groups)
- 3) Create a second site on the Harrow Arts Centre location. In other words, use the main Harrow Arts building (and any surrounding mobile classrooms) for teaching purposes. My understanding is that this main building was used as a school many years ago and is, therefore, ideal for that purpose.

My proposal is that this second site should house 3 years (i.e. years 4 to 6), thereby accommodating 270 children (i.e 90 children x 3 years).

Whilst I don't know how many classrooms it contains, the building appears to be quite large and I'm sure it could easily accommodate many children.

Elliott Hall would make a sizeable school hall and a fantastic showpiece for wonderful school plays and concerts. The swimming pool nearby could be used more extensively by the children and the adjacent fields could also be turned into a playground area.

In addition, the local community could continue to benefit by allowing the site to be used for arts and recreational purposes during weekday evenings and weekends.

In terms of parking, an arrangement could be reached with Morrisons to allow parents to use their car park for drop offs and pick-ups. No doubt, this will potentially benefit the supermarket in terms of increased trade and commercial exposure.

- 4) One possible issue with the above proposal is finding a solution for families with children across both sites. This potentially creates a problem in terms of drop offs and pick-ups. The answer would be to create staggered opening and closing times. For example, the Sylvia Avenue site could start and finish at least 15 minutes earlier in order to allow parents sufficient time to drop/collect any children to/from the 2<sup>nd</sup> site
- 5) With the above proposal, the caretakers house at the Sylvia Avenue site could be sold to a private buyer. With a buoyant housing market, sizeable proceeds could be achieved and utilised in providing a new dining and kitchen area, as well as a school minibus to allow for a speedy transfer of staff, equipment and children across both sites.
- 6) Equally (though unlikely), any surplus remaining land at the Harrow Arts site could be sold off privately and the proceeds ploughed back into the school and community (e.g. to provide capital improvements, etc)

Having heard recent reports and rumours about the council's intention to close Harrow Arts in order to save money, I'm convinced that the above approach will not only allow the school to expand, but also preserve the arts and community facilities. It will go a long way in satisfying the needs of the local population.

I know that some local and national decisions are undertaken for political reasons, but I very much hope that, in this case, common sense prevails. It's a win-win scenario.



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**Mrs G Caroli—Headteacher**

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@GrimsdykeSchool

## Newsletter 6 21st November 2014

Dear Parents,

School has been very busy during the last two weeks but especially this week as it was our 'Keeping ourselves Safe Week'. Many Year 6 children took part in the Cycling Proficiency training and we hope that this will mean more children cycling to school to cut down on the traffic. Unfortunately we are continuing to have parents ignoring the zigzag lines which is quite distressing as obviously some parents don't think about the safety of the children!

We are having the School's Christmas Fair on Friday 28th November. The FOGs Committee have been working hard to organise this and it should be a fantastic evening. All the money raised will go towards fitting the new kitchen as part of the expansion. I know many of you appreciate the implementation of hot school meals but having our own kitchen will be more efficient. It will also mean the staff will be ours which is always better. So I hope as many as possible will attend this event and make it a financial success. See you there and we are having a special guest for the young children!!

We had some very positive feedback on the Curriculum Update included in the last newsletter and I hope everyone else found it useful. We welcome all feedback as we shall be reviewing this next term.

Have a fantastic weekend and see you at the Christmas Fair.

Best Wishes

Gwenda Caroli  
Headteacher.

# Grimsdyke Christmas Fair

**Friday 28th November 2014  
3.30pm—6.30pm**



Don't miss the :

- \* Stalls with seasonal gifts
- \* Mulled wine
- \* Delicious winter food
- \* Gifts for parents
- \* Lucky dip

- \* Tombola
- \* Face-painting
- \* Nail/Henna Bar
- \* Crafts for sale
- \* Cakes

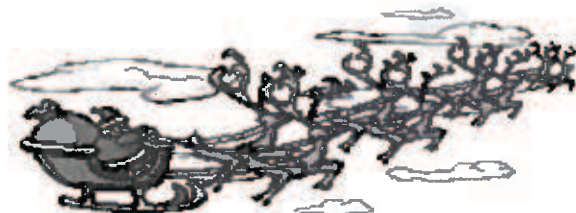
- \* Tattoos
- \* Scalextrix
- \* Name the teddy
- \* Money Tree
- \* And much more.....



### Raffle Tickets

Please return your raffle tickets.

Any unused tickets should be returned to the office as soon as possible.



### FOGS NEEDS YOU

FOGS are still looking for helpers, so please contact Philippa via email [fogs.events@gmail.com](mailto:fogs.events@gmail.com) if you are able to assist in any way.



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## Newsletter 5 7th November 2014

Dear Parents,

Welcome back after half term and I hope you all had a fantastic break. We have had a good start to the half term apart from the on-going parking situation. It is very disappointing for us as a school to see parents parking on the zig zag lines which is illegal but then do not do so when Mr Sutherland and I are outside. This is not giving our pupils the correct message about sensible behaviour. We should be able to trust our parents to behave correctly whether we are outside or not!

**SURELY ALL OUR PARENTS WANT TO HELP US TO KEEP OUR CHILDREN SAFE.**

I am sorry that I had to postpone the Parents' Curriculum Evening later this month but the new curriculum has not been embedded yet and we do not know enough about the new assessment procedures to be able to share them. We hope you will find the Curriculum Update attached to this newsletter useful. This is a trial and we shall be reviewing it next term. We really do value the relationship between school and home.

I hope as many parents as possible will attend the Parents Disco on the 14th November. This is a wonderful opportunity for you to get to know other parents, have some fun and raise money for the school. I shall be there having fun! Mr Rafferty will be supplying the disco and many of you know him from the Summer and Christmas Fairs so it should be a great evening.

I am sure everyone is looking forward to the Christmas Fair on the 28th November. We hope as many parents will be able to help us for part of the evening especially with the tidying up. All the money raised will go towards furnishing the new school kitchen in our proposed new building and I know many parents have appreciated the introduction of hot school meals. Having our own school kitchen will ensure the quality and quantity of food is more consistent.

We shall be having the Junior School Carol Concert in St. Anselm's Church on Monday 15th December at 2.15p.m. Spaces are very limited and we will only be able to have 1 parent per family and absolutely no pre-school children. The School Choir will be singing but we have lost some of our singers. If your child is in Year 3 - 6 and would like them to join the Choir please encourage them to come to the rehearsals on Tuesday at 11.45a.m. They only last 30 minutes.

I am on Twitter and will try to use this more consistently. I can be followed on @GGcaroli. We are hoping this will also improve the communication between school and parents.

This half term will be very busy with many events and I look forward to seeing you at some if not all of them.

Best Wishes  
Gwenda Caroli  
Headteacher.

### Important News

Nick Gibb MP (Minister of State for School Reform) has written to Mrs Caroli, congratulating her, staff and pupils on the very high standard of achievement in this year's phonics check.

The DoE have ranked Grimsdyke School in the top 5% of schools with at least 95% of Year 1 pupils achieving the expected standard in the check. Statistics show that almost all pupils who achieve the expected standard in the check go on to achieve at least the expected standard in Key Stage 1 Reading, which underlines the value of developing the ability to decode words effectively at an early age.

✓  
Headteacher, Grimsdyke School  
Transport/Parking Department, Harrow Borough  
Education Department, Harrow Borough

Unfortunately this letter has been received from a local resident. We urge you to be respectful of our neighbours when parking in the morning and afternoon in order to avoid this upset.

10 October 2014

### **Something needs to be done before a child is killed on Sylvia Avenue outside Grimsdyke School**

Hello,

I am writing this in disgust but more importantly to stop a toddler being killed by a car. More than ever parents are now completely ignoring the yellow school markings and at the same time blocking residents' driveways.

There has always been a problem on Sylvia Avenue but with the new term this has got considerably worse. This afternoon as I was walking back home I had to shout across the road as a child had opened the door on the road side from a car that was illegally parked on the markings when another car was approaching that car. The mother (who was on the other side of the car) shall we say "challenged me".....I responded by saying that I was trying to draw attention to all parties otherwise the other driver would have clipped her car's door thereby hitting the child.

I am not giving my name because I have been abused by parents who have either blocked my drive and use it to do a 3-point turn. I have also seen parents reversing into the school approach road to turn their cars. The problem is made worse as a sizeable number of the vehicles are either 4X4's or MPVs/SUVs.

I understand that the school wants to expand – this will make it even worse!!

All I am saying is that something needs to be done before a child is hurt.

## Grand Anniversary Concert



Tonic Choir and Grimsdyke School Choir performed beautifully at the Great Hall in Hatch End High School. The performance of WW1 and WW2 Songs raised **£1490.**

All proceeds have been donated to the Royal British Legion.



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@GrimsdykeSchool

## Newsletter 2 19th September 2014

Dear Parents,

We are getting very excited about the school's 75<sup>th</sup> Celebrations and we hope you will be able to attend either the Thursday evening Open School or the Sunday Performance at the Great Hall Hatch End High School. If any parent would like to accompany us to church on Friday Morning please contact me by email.

We would like to remind parents about arrival at school:

- All children should be in the playground before 8.45 a.m.
  - Parents of Junior School Pupils should remain by the gates and not go into the playground. If a child is unhappy please take them into the Medical Room. Any urgent messages can be sent by email or given to the office.
  - Parents may accompany their children into the Infant School Playground. However parents are asked to leave the playground immediately when the bell rings. This allows the children to be taken safely into school by the staff.
  - Can I remind parents that children are not allowed to ride scooters on the school premises both before and after school. This is to ensure no child is hurt when accidentally knocked by a scooter.
  - The Adventure Playground is for school use only and can only be used when supervised by school staff. It must not be used after school by any child except After School Club.
- The safety of the children is paramount to the school and together we can ensure this.

### Parking

The complaints about irresponsible parking have started again. This causes us huge embarrassment. One parent not only parked across another parents drive but became rude when challenged. It is illegal to park on the zigzag lines and to cause an obstruction. Please park considerably and be good role models for our pupils.

### Hot School Meals

Thank you so much for your patience with the teething problems we are experiencing. We really want this to be successful as mostly the children are enjoying the meals. We are trying to support ISS as much as possible with Mr Sutherland, Mrs Pearn and I helping to dry cutlery on Wednesday!!

Mrs O'Reilly and Mrs McInern are working really hard to support this venture and I would like to say a huge thank you to them because without their hard work there would be even more teething problems.

The Support and Front of School Staff have been very supportive and again I must say thank you to them. Hopefully all the problems will be ironed out shortly.

### Expansion

I hope you have all received your paperwork and we look forward to seeing you at the meeting on the 14<sup>th</sup> October at 6.30p.m. This is an exciting time for Grimsdyke but we understand many parents will have questions and some anxieties. The Chair of Governors Mr David Poole is also available by email to answer any of your questions.

Have a fantastic weekend.

Best wishes  
Gwenda Caroli  
Headteacher.



## Cars that are still parking illegally and dangerously



### Parkfield Youth FC

Parkfield Youth FC are holding a summer football camp on 28th July—1st August. For further details see attached or visit [www.parkfieldyouthfc.com](http://www.parkfieldyouthfc.com)



Last day of term—School closes early  
Wednesday 23rd July

1.15pm—Year 6  
1.30pm—Rest of School

### REMINDER ABOUT CHANGES TO HOME TIME ARRANGEMENTS

Please contact Mrs Patel by phone (02084281324 option 3) or by email—[attendance@grimsdyke.harrow.sch.uk](mailto:attendance@grimsdyke.harrow.sch.uk) to report any changes to home time arrangements. Please note Mrs Patel will only be able to pass on messages received BEFORE 2.30 p.m. She has a number of jobs she needs to do in the afternoons and there is no guarantee she will be able to deal with messages received after 2.30 p.m. Thank you for your co-operation.

# Cars that are still parking illegally and dangerously

## Persistent offender

This car is regularly parked on yellow lines during prohibited periods. This endangers children trying to cross the road.

The owner of this car is breaking the law.



There is plenty of parking at Shaftsbury fields car park and on surrounding roads. Please park considerately.



JUNE 2014



CAR DOING  
3 POINTS  
TURN

CAR  
PARKED

53M17  
54247

CAR  
PARTY  
BLOCKING  
DRIVER WAY





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## Newsletter 20 9th June 2014

Dear Parents,

I hope you all had a good weekend, especially as the weather was so glorious. Year 4 certainly had a fantastic time on their school journey. The children were very well behaved and a credit to the school.

I hope you have all kept Friday 20th June free for the School Carnival. The children are very busy rehearsing their songs and dances, which I am sure will be fantastic. No doubt you are all looking forward to the staff dance which will be the climax to the Carnival. Tickets will be on sale as of Monday 16th June from Mrs Caroli. The price is £1 per adult, children are free to enter. All money raised during the carnival will go towards building a kitchen so the hot school meals can be cooked on site. We hope everyone will give generously. If anybody can help, please contact any of the FOGS team members or myself as the more people we can get to help, the easier the event will be. Hope you can all make it.

As you can see from the pictures below parking continues to be an issue. We do not want any of our parents to get a parking ticket and obviously we do not want any of the children hurt! Please support the school by parking sensibly and ensuring the area around the school is as safe as possible.

I can only apologise that one of the gates is not working properly, but we are still waiting for a replacement part. However several parents and children are walking on the driveway. This is very dangerous as it can trigger the automatic opening of the gate and a child could get squashed behind it. Also the large double gates are for cars only, no parents or pupils should be entering or exiting through them. We do not want anybody hurt through misuse of the school gates. **PLEASE USE THE PEDESTRIAN GATES AT ALL TIMES.**

Looking forward to seeing everybody at the Carnival and fingers crossed for good weather.

Best Wishes

*Gwendolyn Caroli*

Mrs G Caroli  
Headteacher



### KS2 (Junior) Sports Day— Thursday 12th June

Please bring in a t-shirt in your house group colour to be worn at sports day.

Parents are invited to come along at 10 am to watch the children compete and then stay for lunch on the field after the event. Siblings not taking part are welcome to join parents on the field for lunch.





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## Newsletter 18 9th May 2014

Dear Parents,

We hope all the children have enjoyed their first few weeks back at school. Next week the children in the Junior School will be sitting their Annual Tests with Year 6 children sitting the end of KS2 tests. Please make sure your children are in school on time.

As you can see cars continue to park on the zigzag lines. Could I remind parents that it is illegal to park there between 8:30a.m. and 9:30 a.m. and between 3 p.m. and 4.30 p.m.

It is vital that this section is kept free to ensure our pupils can be seen crossing the road. Surely no one wants a child to be hurt.

Also please refrain from driving whilst using your mobile. It is dangerous especially around children and also illegal.

Best Wishes  
*Gerenda Caroli*

Mrs G Caroli  
Headteacher



### Sainsbury's vouchers

Thank you for all the vouchers we've had to date. If you still have any at home, please bring them in to the School Office before Friday 6th June



### Bags to schools - 14th May

Please donate unwanted textiles in the bag provided – this can include clothes, shoes (tied together please), hats, belts, bags, soft toys  
Bags can only be dropped off on Wednesday 14th May.



### REMINDER ABOUT CHANGES TO HOME TIME ARRANGEMENTS

Please contact Mrs Patel by phone (02084281324 option 3) or by email—attendance@grimsdyke-harrow.sch.uk to report any changes to home time arrangements. Please note Mrs Patel will only be able to pass on messages received BEFORE 2.30 p.m. She has a number of jobs she needs to do in the afternoons and there is no guarantee she will be able to deal with messages received after 2.30 p.m. Thank you for your co-operation.



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## Newsletter 16 4th April 2014

Dear Parents,

I am sure the children are all looking forward to having two weeks away from school and we hope everyone has a great time. Please look at the Parents' Room in Fronter as we have put 2 documents there which may be of interest to you - the minutes of the last Governing Body and an Updated Strategic Development Plan.

Unfortunately inconsiderate parking continues to be a problem and here are two more photographs showing it is continuing. Parking on the zigzag lines is illegal both at dropping off time and picking up from school time. The rules are there to keep the children safe.

Also we are having some difficulties with some of the toys the older children are currently bringing into school. As the school has plenty of equipment to occupy the children we have decided not to allow any toys or books from home in the school playground at break time or lunchtime for the Junior School Pupils. The Infant School may continue at this time to bring in small pocket toys for lunchtime.

A very big thank you to all of you who have returned the Parents' Questionnaire and I hope that we will receive the remainder after the holidays. Your feedback will be discussed both at the Parents' Forum and at Governing Body Meetings.

Please remember that school restarts on Wednesday 23rd April as the Tuesday is an Inset Day for school staff.

I hope the Easter Break is a good one for everybody. again we would urge our parents to act sensibly when driving and parking around the school.

*Gwendal Caroli*

Mrs G Caroli  
Headteacher



### Dads Curry Night—a note from FOGS

We raised a tremendous £870 which is the most ever raised from a single, parent event!! We, the committee would like to whole heartedly 'thank' everyone who came last night for all the support we received and a big thanks goes out to Robertson Phillips for their impromptu donation of £100, a most pleasant and unexpected surprise!!

Also a big thanks to Mumbai Gardens for hosting the event and for the great food. .... absolutely brilliant! !



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## Newsletter 15 28th March 2014

Dear Parents,

Well it has been an exciting time these last two weeks for the school. The Sports Relief Week was very exciting and thank you to all the Parents who supported the school. Also thank you to all the people who paid to sponge Mr Sutherland and myself. We raised over £90 on that alone. The sponsorship money is still coming in but the total raised so far is already over £2000.

The Ladies Night organised by several members of the FOGS Committee was a great success and raised a significant amount of money for the school. Please read Mrs Kotecha's account contained in this newsletter. I would also like to thank Emmanuel for hosting the event at his restaurant Donna Theresa. Any fathers who have not bought their tickets yet—Mr Sutherland and I are still selling them.

It is wonderful to be able to celebrate a positive event in this newsletter.

Parking however continues to be an issue plus inconsiderate driving. I am including an excerpt from an email I received from a former parent who lives locally in this newsletter plus some photographs a neighbour sent in. It is very embarrassing when the School's receives emails such as this and once again we would urge our parents to act sensibly when driving and parking around the school.

*Gwendolyn Caroli*

Mrs G Caroli  
Headteacher

### Excerpt from neighbour:

This quick note concerns the increasingly anti-social behaviour of the parents who drop their children off by car at Grimsdyke School.

The behaviour I refer to includes the following anti-social behaviour of the parents encountered during a typical school week: people "barging" their way on the wrong side of the road whilst driving up Hillview Road; people refusing to let residents pull out of their drive; people pulling onto the grass and driveways to pass others down the road; people arguing and hooting their horns at each other as they "face off" driving up the road; blocking the car park within the park (not helped by the illegal parking of the ice cream van on double yellow lines used by parents daily in the entrance), and people today actually parking high up on the grass at the rear of the car park amongst the shrubbery overlooking gardens; people hooting their horn repeatedly to "call" their children from the playing field; the people throwing litter and food out of children's lunchboxes into the road. I could continue.

Continued overleaf....

Excerpt continued.....

One view of this of course is that it isn't the school's problem - after all it happens outside the school gates - but I don't think a sensible person or responsible organisation would argue this, since all this traffic and associated problems relate to the school journey and day. Notwithstanding this can the school do anything about it even if it wanted to? Well ultimately maybe not effectively, but a reasonable response might be to communicate the problem via the PTA, during Parent Teacher evenings, via the website, and or other parent newsletters, asking for respect for the local residents.



This particular parent has been reported by another parent as well as the neighbours as a persistent offender.

### Mums Night Out

Written by Raksha Kotacha and Juliette Lewin of FOGS

The Mums Night Out on Thursday 20th March was a great success. FOGs would like to thank all the mums who attended for their support and enthusiasm, which helped to raise an amazing £421! Sincere thanks to Emanuel and all the staff at Doña Theresa restaurant (Hatch End) who made the evening run smoothly, and facilitated the music and dancing at the end.

The raffle prizes were generously donated by local businesses, FOGs members and school staff. Many thanks to:

- Julie Cass for 4 X-factor Live tickets;
- Virgin Active Health and Racquets Club, Northwood for the family weekend pass;
- Bliss, Hatch End for beauty products;
- Dermalogica, Hatch End for a luxury manicure;
- Mrs Caroli for a luxury manicure;
- HOB salon, Hatch End for a voucher;
- The Works, Hatch End for a voucher;
- Hair ID, Hatch End for luxury hair products;
- Doña Theresa, Hatch End for a restaurant voucher and wine;
- Mosfilo, Hatch End for a restaurant voucher;
- Rainbeau, Hatch End for chocolates;
- Genuine cakes, Hatch End for a box of cupcakes;
- Caroline Murphy, Sarah Ellis Barker, Raksha Kotecha for wine and champagne prizes. - who also did the organisation.

We hope to see more of the school mums at the next evening of good food and entertainment!

### Zumba— Cancelled for foreseeable future

Zumba at Grimsdyke is cancelled for the foreseeable future due to lack of attendance. If you would like to sign up for a 4 week course, then please contact Zoe.



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## Newsletter 14 14th March 2014

Dear Parents,

Parking continues to be a source of major frustration both to the school, our neighbours and some parents. Our neighbours in particular are getting very frustrated with cars constantly being parked over their driveways and on the zigzag lines. The school is being brought into disrepute by these actions. In this newsletter you will find pictures of cars parked inconsiderately. We hope this will embarrass the owners to be more considerate in the future. Please support the school by parking in the correct manner in the streets around the school.

Also could I remind parents that the street leading to the school gates is private property and parents should not drive into the road at any time including dropping off for Breakfast Club and After School Club. This is not a dropping off point.

We hope that all parents will be able to attend the Consultation Evenings next week. Both Mr Sutherland and I will be around to answer any queries.

I hope you have a good weekend especially as we are due to have some favourable weather.

*Giavanda Caroli*

Mrs G Caroli  
Headteacher





## Grimsdyke School

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🐦 @GrimsdykeSchool

## Newsletter 12 7th February 2014

Dear Parents,

Once again the term has flown by and half term is just a week away.

At the last Governing Body it was decided that I would write to you once again to ask for your support with keeping our children safe both directly outside and before/after School. The zigzag lines are placed there so that children can cross safely. Unfortunately parents are constantly breaking the law and stopping on them to drop their children off. This gives the wrong message to our pupils in that they are saying it is fine to break the law. Obviously that is not the message we want our pupils to learn. Therefore could I ask you all to abide by the law and not stop on the zigzag lines between 8.30 & 9.30a.m. and 3.00 & 4.30 p.m. The same applies to parking across our neighbours' drives - this is very inconsiderate of parents and makes our neighbours very unhappy with the school.

Also some parents are driving quite quickly around the school area and we urge you all to drive as carefully as possible. We teach the children to take care when crossing the road but as you can imagine they don't always remember to 'do the right thing'.

Could I remind parents that the road leading up to the school gates is private property and parents should not drive into it at any time even when dropping off or picking up from Breakfast and After School Club. You may receive a parking fine! If you see any parents parking on the zigzag lines please let us know the colour and registration number of the car and we will publish them in future newsletters. We must keep our children safe!

Also we are now going to put the Main Governing Body Minutes into the Parents' Page on Fronter. The first one should go in next week. Confidential items are discussed under what is known as Part 2. These cannot be made available to parents. The minutes are currently being checked for accuracy.

I hope everyone has a great time over half term fingers crossed for good weather.

*Gwendal Caroli*

Mrs G Caroli  
Headteacher

### DATA COLLECTION SHEETS

There are still a number of Data sheets that have not been returned. These are used to contact you in an emergency. It is vital they are up to date. Please help us keep these records accurate.

### Lunch Boxes and Uniform

All uniform should be clearly labelled. It is very difficult to return uniform that is not labelled.



Please ensure that your child's name and class are clearly displayed on the outside of their lunchbox. We have 420 pupils, and only about 30 different lunchbox types. So it is very easy for children to get confused and accidentally take the wrong lunchbox.

**P**

## PARKING

Parking around the school is becoming a serious problem and is endangering the safety of our pupils.

Any parents found parking illegally or without due care and attention will have their car registration number displayed on our website and persistent offenders will be reported to the borough.

The safety of the children at Grimsdyke is and always will be our priority!

If you see any parents parking illegally or inconsiderately please make a note of the Make, Colour and Registration number and we will name and shame them on the website and newsletter, and if necessary report them to the borough.

This affects the safety of our children. Please help us.



## HEAD LICE REPELLENT

If you prefer to use organic products for you and your family, we have been informed about the new organic head lice repellent that is available online from



[www.nanas-organic.com](http://www.nanas-organic.com)

This product is made up of 100% certified organic products and unlike most head lice repellents, it contains absolutely no pesticides, as certified by the Organic Soil Association.

Please check your child's hair on a regular basis and if you are at all concerned ask your local pharmacist for advice.

Please note that children with long hair need to wear it tied back for school.

## HEALTHY WEIGHT CONSULTATION EVENT

Harrow Council are holding a consultation evening at Harrow Arts Centre.

Harrow Council would like to you attend if you :

- Are a professional who can support patients regarding healthy weight
- Find it hard to maintain a healthy weight
- Have used weight management services in the past (or are using them now)
- Work in a profession where talking to individuals or families about weight may arise

Health Weight Consultation Event

Date: Monday 27th January 2014  
Time: 3.30—5.30pm  
Venue: Hatch End suite,  
Harrow Arts Centre,  
Hatch End, HA5 4EA



## FREE WORKSHOP—TAKING CHARGE OF YOUR LIFE

Helping families communicate and coping with change. During the 3 sessions they will be looking at:

- How parents and significant others affect our behaviour and parenting
- The differences between Assertive, Aggressive and Passive behaviour styles
- Communicating with our family
- What makes us resistant to change and how we can begin to plan for important changes in our lives.
- Breathing and relaxation techniques

Date: Thursday 30th Jan (3 Thursdays)  
Time: 1-3pm  
Venue: Stanmore Park Children's Centre

To book or for further information:

Tel: 020 8427 2801  
Email: [relate\\_training@yahoo.co.uk](mailto:relate_training@yahoo.co.uk)

## DATA COLLECTION SHEETS

Please sign and return the Data Collection Sheets to the Medical Room by Friday 31st January.

Your details need to be confirmed whether or not there are any changes.

## Trinity Orchestra—Family Concert

### Peter and the Wolf

Saturday 1st February  
Time 4pm (plus pre-concert workshop at 2pm)

For further details visit [www.trinityorchestra.org.uk](http://www.trinityorchestra.org.uk)



## WORLD BOOK DAY—6th March

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## Considerations about the proposal in relation to the Decision-Makers Guidance

The decision maker for these statutory proposals is the local authority, and this report presents the proposals to Cabinet for determination. If the local authority fails to decide proposals within two months of the end of the representation period the local authority must forward proposals, and any received representations, to the Office of the Schools Adjudicator for decision. This two month period will end on 1 February 2015.

Decision Makers are required to have regard to guidance issued by the Secretary of State when they take a decision on proposals. New school organisation regulations and associated guidance came into force on 28 January 2014. The guidance documents are available at <https://www.gov.uk/government/publications/school-organisation-maintained-schools>.

'Annex B: Guidance for Decision-makers' sets out some the factors that decision-makers should consider when deciding a proposal. These factors are not exhaustive and the importance of each will vary depending on the type and circumstances of the proposal. All proposals must be considered on their individual merits.

The format of this Appendix follows the framework of the Annex B guidance. The text in italics at the start of each section contains extracts from the guidance to assist members to understand the context. The text beneath the extracts in each section contains officer comment in relation to the factors.

### **Consideration of consultation and representation period**

*The decision-maker will need to be satisfied that the appropriate consultation and/or representation period has been carried out and that the proposer has had regard to the responses received. If the proposer has failed to meet the statutory requirements, a proposal may be deemed invalid and therefore should be rejected. The decision-maker must consider all the views submitted, including all objections to and comments on the proposal.*

Consultation about the proposal to expand Grimsdyke School was conducted from Tuesday 16 September to Monday 20 October 2014. The consultation responses and outcomes (see 'Views submitted' section below) were reported to the Corporate Director for Children and Families when making the decision to publish statutory proposals.

Statutory proposals to expand to expand Grimsdyke School were published on 3 November 2014 for a four week representation period which closed on 1 December 2014. In order to make the nature of the proposals explicit and clear for all stakeholders, the brief notice and the full proposal stated as full information as possible. It is considered that all necessary information was provided and made available for stakeholders and interested parties to see.

The brief notice and full proposal were developed with close reference to the Government guidance. It is considered that the published brief notice and full proposal comply with the statutory requirements.

## **Education standards and diversity of provision**

*Decision-makers should consider the quality and diversity of schools in the relevant area and whether the proposal will meet or affect the aspirations of parents, raise local standards and narrow attainment gaps.*

*The decision-maker should also take into account the extent to which the proposal is consistent with the government's policy on academies as set out on the department's website.*

### **Quality of schools**

Schools in Harrow perform well in comparison to national and statistically similar local authorities. The vast majority of primary schools and secondary schools are judged 'good' or 'outstanding' by OfSTED. As at 31<sup>st</sup> March 2014, 90% of Harrow's primary and secondary schools are judged 'good' or 'outstanding', compared to 85% in London and 80% nationally (Source: Ofsted Data View).

### **Diversity of schools**

There is a range of schools in Harrow offering diversity to parents both in terms of ethos and size. Harrow has a Church of England primary school, a Hindu primary school, a Jewish primary school, six Roman Catholic primary schools and two Roman Catholic high schools. Primary sector schools are organised as separate and combined infant and junior schools and have a range of planned admission numbers from one to four forms of entry.

Harrow is committed to securing greater autonomy, flexibility and scope for schools to drive their own agendas within a collaborative whole-borough framework. Harrow's success in this approach is demonstrated through the Harrow School Improvement Partnership and the Harrow Collegiate.

The community of Harrow schools has a tradition of collaboration and cooperation and is confident to develop and embrace innovative solutions. Within this context the local authority, in partnership with schools, will continue to explore routes that provide creative and innovative solutions for challenges faced by individual schools and groups of schools, and provide a means to secure school improvement.

Two primary schools established an academy trust to drive improvements in education attainment. Another primary school joined an academy trust with a high school.

### **Aspirations of parents**

The responses to the consultation undertaken on Phase 2 school expansion proposals in September – October 2013 indicate broad agreement with the Council's approach to creating additional school places in Harrow. Over 60% of respondents agreed with the Council's approach to creating additional school places in Harrow.

The responses to the consultation undertaken on the proposal to expand Grimsdyke School indicate agreement with the Council's approach to creating additional school places in Harrow. 50% of respondents agreed with the Council's approach to creating additional school places in Harrow and only a quarter of respondents disagreed with the approach. Over half the respondents to the second consultation question disagreed with the Council's proposal to expand Grimsdyke School and 29% agreed.

However, 57 responses were received to the consultation about the proposed expansion of Grimsdyke School. This response level of 57 needs to be viewed in the context of some

hundreds of response forms distributed to parents, staff and local residents. Also the publicising of the online consultation response portal on the Harrow Council website.

The consultation responses and outcomes are summarised in the 'Views submitted' section below.

### **Raise local standards and narrow attainment gaps**

A key principle identified by officers and representative primary headteachers in the work to develop expansion proposals was the maintenance of high quality education standards, and all schools with council support as necessary will work to ensure high education standards are promoted through the expansions. The governing bodies and senior leadership teams of the schools will ensure appropriate structures are in place to manage the increased numbers of pupils and deliver the curriculum.

Suitable accommodation and facilities will be provided to accommodate the increased pupil numbers. Revenue funding is based on pupil numbers and the funding for increased numbers of pupils can enable opportunities for schools to be creative in use of resources to promote pupils' learning.

Closing the Gap is a fundamental part of Ofsted's school inspection process, and accordingly, the Local Authority monitors the attainment of identified groups of pupils in its schools.

### **Government policy on academies**

The Government's policy on academies is not directly applicable to this expansion proposal. The proposal does not create a new school which is when the 'academy presumption' applies. The governing body of the school is at liberty to consider conversion to academy school status regardless of whether the school is expanded or not.

## **Demand**

*In assessing the demand for new school places the decision-maker should consider the evidence presented for any projected increase in pupil population (such as planned housing developments) and any new provision opening in the area (including free schools).*

*The decision-maker should take into account the quality and popularity of the schools in which spare capacity exists and evidence of parents' aspirations for a new school or for places in a school proposed for expansion. The existence of surplus capacity in neighbouring less popular schools should not in itself prevent the addition of new places.*

*Reducing surplus places is not a priority (unless running at very high levels). For parental choice to work effectively there may be some surplus capacity in the system as a whole. Competition from additional schools and places in the system will lead to pressure on existing schools to improve standards.*

The Greater London Authority (GLA) prepares the pupil projections for Harrow Council. The GLA uses a range of information and data to prepare the projections including the number of births, number of pupils in Harrow schools, migration to Harrow and new housing development. Across London the population is growing, and the main reason for this is increasing birth rate.

The demand for Reception class places (for pupils reaching 5 years of age) in Harrow schools is increasing:

- In January 2006 there were 2,224 Reception aged pupils in Harrow schools;
- In January 2013 there were 2,879 Reception aged pupils in Harrow schools;

- In January 2014 there were 3,030 Reception aged pupils in Harrow schools;
- In January 2016 it is projected there will be 3,463 Reception aged pupils in Harrow schools.

To ensure sufficient school places to meet the increased demand, temporary additional Reception classes have been opened since 2009. In order to meet the actual and predicted increased demand in the next few years there is a need to increase the number of permanent school places, in the primary sector initially and in the secondary sector in due course. Additional places are also required to meet increased demand for provision to meet special educational need.

In September 2012 there were a total of 2,550 permanent Reception class places in Harrow's primary sector schools. Phase 1 of the primary school expansion programme was implemented in September 2013 with 8 schools in the borough permanently increasing their Reception intakes. In September 2015, when all the Phase 2 schools are expanded, there will be 3,240 permanent Reception places.

In order to ensure sufficient school places to meet the predicted increased demand by September 2016, Harrow needs to increase the number of permanent Reception places by at least a further 300 places to a total of 3,540. The Phase 3 proposals, that include Grimsdyke School, aim to ensure sufficient school places at the right time and in the right location to meet the increased demand up to 2016/17. Full information about the projected demand for school places and the planning to increase school places across Harrow can be viewed in the 17 July 2014 Cabinet papers (item 21 School Expansion Programme Appendix B) at <http://www.harrow.gov.uk/www2/ieListDocuments.aspx?CId=249&MId=62354&Ver=4>

The total number of parental preferences in applications for Reception places at Grimsdyke School increased this year, and the first preference numbers are at the proposed expanded admission number.

## School size

*Decision-makers should not make blanket assumptions that schools should be of a certain size to be good schools, although the viability and cost-effectiveness of a proposal is an important factor for consideration. The decision-maker should also consider the impact on the LA's budget of the need to provide additional funding to a small school to compensate for its size.*

Harrow's school expansion programme is very significant and is expected to involve all schools in opening additional classes on either a permanent or temporary basis. Over half the primary schools in Harrow will be permanently expanded by the end of the school expansion programme.

School revenue budgets are funded from the Dedicated Schools Grant (DSG). As the Department for Education (DfE) allocates DSG based on pupil numbers, any increase in pupil numbers results in additional revenue funding for the expanding school. The revenue funding is allocated to schools based on the Harrow Schools' Funding Formula. School budgets are based on pupil numbers in the October prior to the start of the financial year, so there is always a funding lag when schools increase their pupil numbers. To ensure that schools who agree to an additional class are not financially penalised, the Harrow School Funding Formula provides 'Additional Class Funding' for the period from September to the end of March, following which the mainstream funding formula will take effect. This ensures that schools have adequate funding for at least the average costs of a teacher.

## **Proposed admission arrangements (including post-16 provision)**

*In assessing demand the decision-maker should consider all expected admission applications, not only those from the area of the LA in which the school is situated.*

*Before approving a proposal that is likely to affect admissions to the school the decision-maker should confirm that the admission arrangements of the school are compliant with the School Admissions Code. Although the decision-maker cannot modify proposed admission arrangements, the decision-maker should inform the proposer where arrangements seem unsatisfactory and the admissions authority should be given the opportunity to revise them.*

No changes to admission arrangements arise from these proposals. Grimsdyke School is a community school that draws pupils from its local area and the admission arrangements of the school are compliant with the School Admissions Code.

No changes to post-16 provision arise from the proposals.

## **National Curriculum**

*All maintained schools must follow the National Curriculum unless they have secured an exemption for groups of pupils or the school community.*

Grimsdyke School follows the National Curriculum and no changes to this arise from these proposals.

## **Equal opportunity issues**

*The decision-maker must have regard to the Public Sector Equality Duty (PSED) of LAs/governing bodies, which requires them to have 'due regard' to the need to:*

- *eliminate discrimination;*
- *advance equality of opportunity; and*
- *foster good relations.*

*The decision-maker should consider whether there are any sex, race or disability discrimination issues that arise from the changes being proposed, for example that where there is a proposed change to single sex provision in an area, there is equal access to single sex provision for the other sex to meet parental demand. Similarly there should be a commitment to provide access to a range of opportunities which reflect the ethnic and cultural mix of the area, while ensuring that such opportunities are open to all.*

Equalities Impact Assessment has been undertaken on the proposal to permanently expand Grimsdyke School. The conclusion of this assessment is that the implications are either positive or neutral in that the expansion of the school will help to ensure sufficient school places for the increasing numbers of children in Harrow. The assessment has not identified any potential for unlawful conduct or disproportionate impact and concludes that all opportunities to advance equality are being addressed.

Harrow's schools are successful, inclusive and provide a diversity of provision. The school expansion programme will ensure sufficient school places for the increasing numbers of children in Harrow and will build on the successful provision that already exists in Harrow's schools.

## **Community cohesion**

*Schools have a key part to play in providing opportunities for young people from different backgrounds to learn with, from and about each other; by encouraging, through their teaching, an understanding of, and respect for, other cultures, faiths and communities. When considering a proposal, the decision-maker must consider its impact on community cohesion. This will need to be considered on a case-by-case basis, taking account of the community served by the school and the views of different sections within the community.*

This is a community school which draws pupils from its local area and the pupil profile reflects the ethnicity of its area. The October 2014 School Census demonstrates that the school has an ethnically diverse pupil population.

## **Travel and accessibility**

*Decision-makers should satisfy themselves that accessibility planning has been properly taken into account and the proposed changes should not adversely impact on disadvantaged groups.*

*The decision-maker should bear in mind that a proposal should not unreasonably extend journey times or increase transport costs, or result in too many children being prevented from travelling sustainably due to unsuitable walking or cycling routes.*

*A proposal should also be considered on the basis of how it will support and contribute to the LA's duty to promote the use of sustainable travel and transport to school.*

Schools that are proposed for expansion are located around the borough so that additional school places are available locally to where the children live. This approach minimises distances that children and parents have to travel to school and serves to promote accessibility. This helps to limit the need for car use by parents at the beginning and end of the school day. As far as possible, it is believed the schools chosen for expansion would be a popular choice amongst parents wishing to secure a place at their local schools.

The schools proposed for expansion, as is the case at many schools in Harrow, already have a degree of traffic and congestion issues from the current school intake and the expansions will exacerbate the problems if no mitigating measures are taken. To minimise the impact of the additional pupils a cross-council approach has been adopted to bring officers together from the Children & Families and Environment & Enterprise directorates to work with schools and local residents. Transport Assessments at schools approved for expansion and Transport Statements at additional special educational needs place provision are undertaken and are submitted as part of the planning application for building work at the schools. Particular emphasis is being given to School Travel Plans as a means of focusing attention of the issues and to seek to bring about change in people's behaviour in delivering and collecting children.

## **Capital**

*The decision-maker should be satisfied that any land, premises or capital required to implement the proposal will be available and that all relevant local parties (e.g. trustees or religious authority) have given their agreement. A proposal cannot be approved conditionally upon funding being made available.*

*Where proposers are relying on the department as the source of capital funding, there can be no assumption that the approval of a proposal will trigger the release of capital funds from the department, unless the department has previously confirmed in writing that such resources will*

*be available; nor can any allocation 'in principle' be increased. In such circumstances the proposal should be rejected, or consideration deferred until it is clear that the capital necessary to implement the proposal will be provided.*

If these statutory proposals are approved, Grimsdyke School would require building work to be undertaken to provide appropriate accommodation for the additional children.

Initial site scoping work has been undertaken by architects and has indicated how the additional school places could be accommodated through a combination of new build and remodelling of the existing school accommodation.

Detailed feasibility work and surveys will be undertaken to develop design proposals and develop costings. This feasibility work would ensure that the necessary building work could be completed by September 2016 and any necessary interim accommodation requirements could be made for the intake of additional children in September 2015.

The budget for the school expansion programme, including primary school expansions in Phase 1 and Phase 2 and three expansions at Phase 3, secondary school expansions and provision for pupils with special educational needs (SEN) is £89.784m.

Based on current estimates and market conditions it is expected that it is possible to deliver this programme with Education Funding Agency capital grants, without the need for council capital funding. If the programme is not deliverable within the current programme then borrowing may be required. This risk is being monitored closely in consultation with Cabinet Members.

## **School premises and playing fields**

*Under the School Premises Regulations all schools are required to provide suitable outdoor space in order to enable physical education to be provided to pupils in accordance with the school curriculum; and for pupils to play outside safely.*

*Guidelines setting out suggested areas for pitches and games courts are in place although the department has been clear that these are non-statutory.*

Government regulations and guidelines are considered in relation to all the schools proposed for expansion in the school expansion programme when undertaking the design work to accommodate the additional pupils. All schools are considered in the same fair and transparent manner when identifying the design for building works. The current school facilities are considered against Building Bulletin 103 to analyse any current and potential shortfalls. Full consideration is given to suitable outdoor and indoor space in order to enable physical education to be provided to pupils in accordance with the school curriculum; and for pupils to play outside safely.

## **Views submitted during the expansion consultation**

Consultation about the proposal to expand Grimsdyke School was held between Tuesday 16 September 2014 and Monday 20 October 2014. Officers attended an open consultation meeting on 14 October 2014 at the school about the expansion proposal to give a presentation and answer questions.

### **Consultation responses**

57 responses were received to the consultation. Respondents were primarily parents/carers and residents. Responses from organisations are set out below under 'Other responses to the consultation'. A number of comments were included with the responses and the three main

themes are summarised below together with officer response to the themes. The comments received are in Background Papers to the Cabinet report.

Two questions were asked in the consultation. They were:

- “Do you agree with the approach to creating additional school places in Harrow?”
- “Do you agree with the proposal to permanently expand Grimsdyke School?”

Both questions offered the option to respond ‘Yes’, ‘No’, or ‘Not Sure’ to each question. Opportunity was given for comments to be added after each question if the respondent wished to do so.

The following tables provide overall responses to the consultation questions.

The overall responses to Question 1 were:

**Question 1: “Do you agree with the approach to creating additional school places in Harrow?”**

Response	Number	Percentage
Yes	29	50.88%
No	14	24.56%
Not Sure	14	24.56%
<b>Total</b>	<b>57</b>	<b>100.00%</b>

The overall responses to Question 2 were:

**Question 2: “Do you agree with the proposal to permanently expand Grimsdyke School?”**

Response	Number	Percentage
Yes	17	29.82%
No	32	56.14%
Not Sure	8	14.04%
No Response	0	0%
<b>Total</b>	<b>57</b>	<b>100.00%</b>

### **Analysis of comments received**

The responses made to the first consultation question indicate agreement with the Council’s approach to creating additional school places in Harrow with only a quarter of respondents disagreeing with the approach.

Over half the respondents to the second consultation question disagree with the Council’s proposal to expand Grimsdyke School.

The response level of 57 needs to be viewed in the context of some hundreds of response forms distributed to parents, staff and local residents. Also the publicising of the online consultation response portal on the Harrow Council website.

### **Other responses to the consultation**

#### Governing Body

The formal response by the Governing Body of Grimsdyke School to the statutory consultation is as follows: “The full Governing Body of Grimsdyke School discussed the proposed expansion of Grimsdyke School on Tuesday 14th October. We are in agreement that Grimsdyke School should be expanded to three form entry from 2015 providing that we are provided with a building that will meet the needs of the school as discussed with the Architects. The full Governing Body has some concern around traffic etc. as well.”



### Hatch End Association

Hatch End Association responded

- agreeing with the approach to creating additional school places in Harrow
- Not sure about the proposal to permanently expand Grimsdyke School.

The Association commented “The Hatch End Association support the expansion of the school on the condition that the traffic congestion problems are solved. The school has single road access through Colburn Avenue with congestion at present but would be unsustainable with a 50% increase in school numbers.”

Four emails were received from residents in the generic email account [SchoolReorganisation@harrow.gov.uk](mailto:SchoolReorganisation@harrow.gov.uk) about the proposed expansion. These emails expressed concerns about the insufficient road infrastructure around the school for the volume of traffic, unsafe driving practices, inconsiderate parking and antisocial behaviour by drivers towards residents. The authors were encouraged to respond to the consultation via the Harrow Council website so all the consultation responses could be collated together.

### **Officer response to the consultation comments**

The three main themes in consultation comments relate to:

- Harrow’s approach should be to create new schools
- school site and building issues relating to an expanded school;
- traffic and congestion issues.

### **Harrow’s approach should be to create new schools**

Sites for new schools in Harrow are very limited and there cannot be enough new schools to go more than a comparatively small way to meet the increased demand for school places. New schools also need to be proposed in the Government’s Free School Programme to establish new state-funded schools which are not in the control of local authorities. Free schools are an important element of the school expansion programme in Harrow and Avanti House and the Jubilee Academy are already open in Harrow, and three further successful applications were announced by the Government on 30 September 2014 to be opening in 2016. Harrow Council will continue to support this programme in the interests of Harrow residents and to help meet the demand for additional school places.

School places are being created as local as possible to where the children live. 90% of Grimsdyke’s increased intake of 90 Reception pupils this September live with 0.75 of a mile of the school.

### **School site and building issues**

Architects will be engaged to undertake school site scoping and survey work to develop design proposals for the school if it is decided it will be expanded. This work will begin with understanding the current school arrangements and identifying an optimum and affordable design solution for the increased size of school. This work will take account of the comments and issues raised during the consultation and will be undertaken in liaison with the school.

The design proposal will be subject to open pre-planning engagement with the school community and local residents so comments can be taken into account and influence the final design that is submitted in the planning application if the expansion of the school is approved.

### **Traffic and congestion issues**

The concerns expressed about traffic congestion, parking and road safety in the area are fully recognised and are the consistent major theme arising from the expansion consultations. To

minimise the impact of the additional pupils attending the schools proposed for expansion, a cross-council approach is being implemented. This approach brings officers together from Children and Families, Enterprise and Environment and Communications to co-ordinate work.

This proposal would require a building programme, for which planning permission would be needed. If an application is submitted, a decision on this will be a matter for the Planning Committee. This committee will consider highways and traffic concerns and the impact of the development on the local area. Residents and parents who believe they are impacted by this decision are entitled to make representations to the planning committee during the statutory planning consent timescales.

## **Representations about the statutory proposals**

70 representations in relation to the statutory proposals were received by Harrow Council by the closing date of the representation period on 1 December 2014. The representations are attached in Appendix 1 to the Cabinet report.

A letter dated 26 November 2014 was received from the Governing Body of Grimsdyke School. The letter is attached as Appendix 3 to the Cabinet report.

### **Governing Body of Grimsdyke School**

The Governing Body supports the proposal to expand the school.

The letter states governors have been made aware of the comments that have been made in the consultation programme and in letters to the school and the council. Governors appreciate the need to deal with the issues raised around traffic and have tasked a committee with developing an updated Travel Plan with officers from Harrow. The Governing Body is committed to ensuring that the expansion does not negatively impact on the teaching and learning for the current pupils.

### **Representations by email and letter**

The following representations by email and letter were received:

- 65 emails to the SchoolReorganisation@harrow.gov.uk email address
- Letter dated 24 November 2014 from The Hatch End Association
- Four letters from local residents

Many representations stated a consultation document had not been received.

The majority of the representations refer to the existing traffic congestion and anti-social driving behaviour in the area of the school and object to the proposed expansion of Grimsdyke School on the basis of the increased traffic congestion issues that will result. Reference is made to a number of issues, including:

the need for traffic management and enforcement; safety of pedestrians; narrow roads; access via Hillview Road is a bottleneck; difficulty for emergency vehicles to access the area quickly at school times; the impact of charging in the car park behind the shops off Grimsdyke Road on parking in local roads through the day; congestion at the junction of Grimsdyke Road and Uxbridge Road; parents ignoring parking restrictions; parents blocking and reversing into driveways, parking in the pavement green areas and parking on the grass within the park.

Comment was also made about the impact of new building at the school on neighbouring properties, the issue of construction traffic access and a suggestion to locate the school on two separate locations.

**Officer comment about the representation by email and letter**

The representations clearly set out a range of existing traffic issues in the area of Grimsdyke School and resident concerns that these issues will be exacerbated by the proposed expansion of Grimsdyke School. The representations also include some helpful suggestions about possible mitigations for the problems, all of which will be considered.

Consultation document

Extensive efforts were made to bring the expansion proposal to the attention of residents in the area and a view was taken about the distribution of consultation documents accordingly. The following is a summary of the consultation activity undertaken about the expansion proposal.

Consultation about the proposed expansion was held from Tuesday 16 September 2014 to Monday 20 October 2014. The consultation had been scheduled to close on Wednesday 15 October, but was extended until Monday 20 October at the request of the Hatch End Association and attendees at the open meeting to allow more time for responses to be made. Written information about the consultation was sent to all parents, staff and governors of the school. Letters in specially designed envelopes were also distributed during week beginning 22 September 2014 to 350 households in the vicinity of the school. This included all houses around the circumference of the school on Lyndon Avenue, Colburn Avenue and Sylvia Avenue, along with all houses which adjoin the route from the school to the Grimsdyke Road, along Colburn Avenue and Hillview Road. The consultation papers included invitation to an open meeting for parents, staff and residents at the school on Tuesday 14 October at 6.30 – 7.30 pm. Direct invitations were sent to The Hatch End Association and the Hatch End Trade Association. Hatch End Ward Councillors were notified about the consultation and the distribution to residents.

All consultation documents were posted on Harrow Council's website and on 'Your Say' for online responses.

Statutory proposals to expand permanently Grimsdyke School were published on 3 November 2014 for a four week representation period. The public notice was displayed on the school gates, in local libraries and in the Harrow Times.

A visit was arranged to Grimsdyke School by both local newspapers (Harrow Times and Harrow Observer) who subsequently published articles raising awareness of the expansion plans. These articles both quoted the School's and the Council's determination to tackle the traffic and parking issues raised at an early stage with residents.

The processes demonstrate that a very wide consultation has begun and, the Council's and school's commitment to addressing local concerns, especially about traffic, as part of the consultation about the expansion proposal. This is exactly in keeping with the Council approach across all 22 school expansion projects now in progress or recently completed.

It is apparent from the representations submitted by email that many were submitted following receipt of written information distributed by road stewards of The Hatch End Association to addresses that included other roads around the school area. This would explain references to the consultation document not being received. Email response was sent on Friday 5 December 2014 to those who emailed their representations explaining the distribution of the consultation document and other activity to bring the proposal to public attention as outlined above. The response included information, as outlined below, about the council's and school's response to the issues of traffic congestion and anti-social driving behaviour that had been raised.

Traffic congestion and anti-social driving behaviour

The traffic congestion issues are recognised and are being addressed within the school expansion programme processes. The approach includes:

- Schools are being expanded across Harrow to provide the additional school places close to where the children live. This approach reduces the need for cars to be used to take children to and from school and reduces car use across the borough. This is demonstrated at Grimsdyke School in that 90% of the September 2014 Reception intake of 90 children live within  $\frac{3}{4}$  of a mile of the school. Over two thirds live within  $\frac{1}{2}$  a mile of the school. The scale of the school expansion programme is huge, with over half of Harrow's primary schools with Reception intake expanded by September 2015 and more will be expanded in Phase 3 of the programme.
- Experience in expanding schools across Harrow has identified a number of tools and solutions which the Council and schools can deploy. Deploying these resources in the right way can contribute to a decline in traffic around expanded schools, even while extra pupils are added.
- Transport Assessments are undertaken at all schools approved for expansion as part of the Planning process. These Transport Assessments are done by independent specialist contractors and include surveys and observations of traffic in the relevant area. The outcomes and recommendations from the Transport Assessments are considered so plans can be put in place to address them. The planning applications include the Transport Assessments and will be consulted upon fully in a separate process that includes opportunities to comment.
- Updated School Travel Plans are submitted as part of the planning application. These travel plans can include a number of techniques for reducing car use and altering parent behaviour. Grimsdyke School Governing Body has tasked a committee with developing an updated School Travel Plan with officers from Harrow. School Travel Plans are a powerful way to influence parental behaviour and have been proven to encourage walking to school and actually reduce car use. They are accredited by the Mayor of London, and other expansion schools in Harrow have achieved Gold accreditation, which signifies a decrease in car use of 6% or 90% of pupils travelling sustainably. Work will be done to achieve Gold level of accreditation.
- For both the Transport Assessment and School Travel Plan work it should be borne in mind that schools expand by admitting an additional Reception intake each year so that the school fills incrementally over a 7 year period. This gives time to work at addressing issues on a planned basis before the schools are fully expanded.
- Parking enforcement activity occurs at all schools. Schools that are increasing pupil numbers receive additional attention, and are targeted for additional enforcement visits by two dedicated CCTV cars. Grimsdyke School is currently visited at least twice weekly by the CCTV cars.
- If Grimsdyke School is approved for expansion, a planning application would be prepared and submitted for the additional accommodation and facilities needed at the school. Distribution of consultation information on the expansion proposal has deliberately included local residents to bring the proposal to early attention in recognition of traffic congestion issues around schools at drop-off and collection times. When design proposals have been developed there will be public engagement activity to help inform the final design proposal. This includes a drop-in event for residents to see work in progress on issues including traffic and design and contribute thoughts and suggestions. Architects, council officers and school representatives would be available at the event, including traffic and travel planning officers.



26 November 2014

Dear Mr Melly,

Following the Governing Body meeting last night I am writing to confirm that the Governing Body supports the proposal to expand the school.

We have been made aware of the comments that have been made in the consultation programme and in letters to the school and your office. We appreciate the need to deal with the issues raised around traffic and have tasked a committee with developing an updated Travel Plan with officers from Harrow.

As a Governing Body we are committed to ensuring that the expansion does not negatively impact on the teaching and learning for the current pupils. We see the expansion as an opportunity to modernise the provision for present and future pupils which has been long needed. We also see it as a way of strengthening further the leadership of the school with the capacity to have leadership opportunities in the school.

In conclusion we accept the challenges that the expansion will bring for the benefits that will flow from it.

Yours sincerely,

David Poole,  
Chair of Governors.



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