

## SECTION 1 – MAJOR APPLICATIONS

None.

## SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

Item No. 2/01

Address: BELMONT SCHOOL, HIBBERT ROAD , HARROW WEALD

Reference: P/0805/14

Description: CONSTRUCTION OF A NEW SINGLE AND TWO-STOREY EXTENSION ATTACHED TO NORTH WEST AND NORTH EAST ELEVATIONS OF EXISTING BUILDING WITH PROVISION OF 0.8 METRE HIGH BALUSTRADES AT ROOF LEVEL; PROVISION OF ACCESS RAMP WITH RAILINGS TO SINGLE STOREY EXTENSION AND EXTRACT DUCT AND CONDENSOR ON ROOF; ADDITIONAL CAR PARK PROVIDED AT THE FRONT OF THE SITE AND ALTERATION TO EXISTING CAR PARKING LAYOUT; REMOVAL OF EXISTING TEMPORARY MOBILE ACCOMMODATION AND ANNEX BUILDING; ASSOCIATED HARD AND SOFT LANDSCAPING TO INCLUDE NEW HARD PLAY AREAS; NEW BOUNDARY TREATMENT; CYCLE STORAGE; EXTERNAL ALTERATIONS (IN ASSOCIATION WITH EXPANSION OF THE EXISTING 2 FORM ENTRY PRIMARY SCHOOL TO A 3 FORM ENTRY PRIMARY SCHOOL).

Ward: WEALDSTONE

Applicant: HARROW COUNCIL

Agent: LOM

Case Officer: NICOLA RANKIN

Expiry Date: 25<sup>th</sup> April 2014

### RECOMMENDATION

Under Regulation 3 of the Town and Country Planning General Regulations 1992, **GRANT** planning permission for the development described in the application and submitted plans subject to conditions:

Regulation 3 applications are applications for planning permission by an interested planning authority to develop any land of that authority. In this instance, the applicant is the London Borough of Harrow and the land at Belmont School, Hibbert Road, Harrow Weald, HA3 7JT.

## INFORMATION

### Legal Comments

Regulation 3 of the Town and Country Planning General Regulations 1992 [Statutory Instrument 1992/1492] provides [in relevant part] that applications for planning permission by an interested planning authority to develop any land of that authority shall be determined by the authority concerned, unless the application is called in by the Secretary of State under Section 77 of the Town and Country Planning Act 1990 for determination by him.

The application is made by LB Harrow who intends to carry out the development on the land at Belmont School, Hibbert Road, Harrow Weald, HA3 7JT.

The grant of planning permission for this development falling within Regulation 3 shall ensure only for the benefit of LB Harrow.

**Statutory Return Type:** Minor Development

**Council Interest:** The Council is the landowner.

**Gross Floorspace:** sqm

**Net additional Floorspace:** -12sqm

**GLA Community Infrastructure Levy (CIL) Contribution (provisional):** The Mayor of London Charging Schedule (February 2012) outlines that CIL will not be payable where "Development is used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education".

**Harrow Community Infrastructure Levy (CIL) Contribution (provisional):** This does not apply to educational uses.

## BACKGROUND

### The Harrow School Expansion Programme

Harrow Council has a statutory responsibility to provide sufficient school places for its area. Like most London Boroughs, Harrow is experiencing a significant increase in demand for school places. The increasing demand is primarily birth rate driven but is complicated by other factors such as migration, household occupancy, size of families, etc. The main pressure on school places is currently in the primary sector, though pressure is also being experienced in the special educational needs sector and will be experienced in the secondary sector when the additional pupil numbers progress through to the high schools.

Harrow Cabinet agreed its school place planning strategy in February 2010 to meet the increasing demand for school places. Harrow is a congested urban borough and there is very limited effective scope to build new schools. In July 2011, Cabinet agreed on a Primary School Expansion Programme as part of the School Place Planning Strategy. The strategy aims to secure sufficient primary school places through the creation of additional permanent places, supplemented by the opening of temporary additional classes as required to meet the peak and variations in demand.

Harrow has been opening additional temporary reception classes since 2009, with an

increasing trend in the number of places opened. Phase 1 of the primary school expansion programme was implemented in September 2013 with 8 schools in the borough permanently increasing their reception intakes and 9 temporary additional reception classes were also opened. Statutory proposals for phase 2 of the Primary School Expansion for up to 15 schools that would permanently expand in September 2014 or September 2015 are being considered for approval to implement by Harrow Cabinet in March and April 2014. A third phase of primary school expansions is expected to be needed to meet demand from 2016 onwards.

Planning for primary school places is done on a planning area basis. Belmont School is in the Central Primary Planning Area. The projections for this planning area indicate increased demand above the 480 permanent reception places available in September 2013 requiring at least a further three schools to be permanently expanded by a form of entry. Belmont school is proposed for permanent expansion with effect from September 2014.

### **Site Description**

- The application relates to Belmont Primary School located to the east of Hibbert Road.
- The existing school is single and two storeys with flat roofs. The buildings are arranged in an irregular shaped block with an internal courtyard space. There is a two storey annexe building and two single storey mobile structures located towards the north eastern side of the site.
- The external surfaces of the building are comprised of brick.
- The main school building is surrounded by hard surfaced play ground with a school playing field located towards the south eastern side of the site which is allocated as Designated Open Space as identified in the Harrow Core Strategy (2012) and the Harrow Local Area Map (2013).
- There is one main vehicle and pedestrian access points from Hibbert Road.
- The school site is enclosed on all side by residential properties including two storey semi detached properties to the west and some three storey blocks of flats to the east.

### **Proposal Details**

- The application proposes the construction of a new single and two-storey extension attached to north west and north east elevations of existing building with provision of 0.8 metre high balustrades at roof level; provision of an access ramp with railings to the single storey extension and an extract duct and condenser on roof; an additional car park would be provided at the front of the site as well as alteration to existing car parking layout; removal of existing temporary mobile accommodation and annex building; associated hard and soft landscaping to include new hard play areas; new boundary treatment; and external alterations
- The proposed two storey extension would project 7.6 metres from the northern elevation of the building and would have a maximum width of 34 metres. The two storey extension would have a flat roof with a height of 7.5 metres. The attached single storey element of the proposal would wrap around the north eastern elevation of the building. It would project 7.9 metres from this elevation and would have a depth of 8.2 metres. It would have a flat roof to a height of 5.26 metres. The building would create 6 additional classrooms, two group rooms, a kitchen facility and associated WCs and storage space.
- The flat roof of the proposed extension would incorporate balustrades which project a maximum height of 0.8 metres above the top of the parapet.
- The proposed single and two storey extensions would necessitate the removal of the

existing temporary mobile accommodation. This ground in this location would be re-surfaced with tarmac and made good.

- The single storey element of extension would be accessed by a ramp with associated railings on the southern elevation which would have a maximum height of 1.5 metres above ground level.
- An extract duct and condenser would be installed on the flat roof of the single storey extension.
- A new car parking area would be provided at the front of the site and the existing car park adjacent to the southern boundaries would be reconfigured. 29 spaces including 2 disabled bays would be provided at the front of the site and a further 23 spaces would be provided in the car park to the south east. The parking areas will be for staff and visitors only.
- Part of the existing car park (14 spaces) would be converted to additional hard play space. A 1 metre high barrier and gate would be constructed to separate the car park from the hard play space.
- New boundary treatment is proposed along the vehicle and pedestrian entrance including 2.1 metre high security fencing and 1.8 metre high security gates at the point of entry to the site. 1.1 metre high steel railings would be provided along the pedestrian access pathway from the main vehicle access. Steel bollards would be installed around the car parking spaces.
- It is proposed to provide two covered steel cycle/scooter stands adjacent to the main front car park.
- The proposed extensions and other alterations are in association with the expansion of the school from a 2 Form Entry (420 pupils with a nursery – 27 morning/27 afternoon) to a 3 Form Entry (630 pupils with no increase in the nursery size). The proposed increase in numbers of pupils and staff will be incremental and will gradually increase over the next 7 years.

### **Relevant History**

P/3644/13 Addition Of Two Canopies Raised Decking And Access Ramps With Railings To East Elevation; Associated Fencing And Gates; External Alterations Including Boundary Fencing And Gates

Granted 15<sup>th</sup> January 2014

P/0058/09 First floor extension over existing single-storey classroom to provide extended staff room; canopy over existing main entrance

Granted 3<sup>rd</sup> April 2009

P/0304/07 Use of part of playing field as an extension to car park

Granted 14<sup>th</sup> may 2007

### **Pre-Application Discussion**

- N/A

### **Applicant Submission Documents**

∇ Design and Access Statement (summary)

- The school was previously 3 Form Entry, incorporating year 7, so there is a capacity within the existing school building for additional numbers.
- The following objectives and requirements were identified for the proposal:
  - Improve safety and security in relation to pedestrian and vehicle access and movement.

- Support further extended schools programmes through better organisation and security arrangements.
- Cluster year groups.
- The location of the new build and other external alterations afforded the most benefits including the following:
  - Direct access at both ground and first floor into the main building.
  - Minimal disruption to, and improvement of, the current internal configuration of the school
  - Allows connection into the existing circulation at the school at ground and first floor.
  - No loss of external hard and soft play space.
  - Replaces existing temporary structures therefore minimising changes to existing massing or land use.
  - Car park relocated to the front of the school, creating unobstructed and safe access to the playing fields via the school at the rear.
  - New build two storey extension provides additional teaching space and WCs broadly in line with BB99 guidance.
  - Demolition of existing outbuildings creates a more unified and secure play space to the rear of the school.
- An extra form of entry at the school results in an extra two teaching staff for each new class in each year group. This equates to a requirement for 14 additional spaces. 15 additional parking spaces are proposed and the rationalised parking proposed would ease the congestion on the street.
- The proposals at Belmont School minimises the impact on the local area. The new proposals limit the change in massing with building works all proposed to the rear of the site. The proposed building is the same scale as the existing school and siting of the building avoids issues of overlooking.
- The extension is being designed with sustainability as a key consideration. The layout and proportion of teaching spaces has been driven by natural ventilation and daylight requirements. The fabric of the building is intended to achieve low U values.
- The full site was considered as sites for potential development with the selected solution offering the best solution for the school as it allows an efficient layout for the building which creates a straightforward design response without compromising daylight and views for other classrooms.
- ∨ Travel Plan
- ∨ Transport Assessment
- ∨ Statement of Community Involvement (summary)
- Harrow Council have consulted on the Primary School Expansion Programme and held consultation evenings at the schools about the increase in pupil numbers for the schools on 2<sup>nd</sup> October 2013.
- The proposals were considered by Harrow Council cabinet at a meeting on the 21<sup>st</sup> November 2013.
- A community consultation evening was held to consult on proposals on the 14<sup>th</sup> January 2014. This was run as a drop in session and the local community were invited to examine plans and discuss proposals with representatives of the school, Council, Framework contractor (Keepmoat) and Architect (LOM). Residents were invited to comment on the scheme and record comments on sheets or by email.
- ∨ Drainage Report
- ∨ Sustainability Statement

### **Consultations:**

**Highways Authority:** Overall the proposed mitigations for the expansion of Belmont School accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. There are no transport related reasons to refuse the Planning Application for the expansion of the school.

**Drainage Authority:** No objections, subject to conditions.

**Environmental Health:** No objections.

**Arboricultural Officer:** The details submitted in relation to the above are acceptable. I have no objections provided the development is carried out in accordance with the tree protection plan and method statement provided.

**Secure By Design Officer:** Awaiting comments

## **Advertisement**

Site Notice x 5: General Notification: Expiry: 11.04.2014

## **Notifications**

Sent: 171

Replies: 1

Expiry: 01.04.2014

## **Addresses Consulted**

- 23 -90 Lime Close
- Flats 27 to 41 Lime Close
- Flats 57 to 74 Lime Close
- Flats 75-83 Lime Close
- 117 - 171 Locket Road (odds)
- 4-56 Hibbert Road
- 2-18 Fisher Road
- 473 - 499 Kenton Lane (odds)

## **Summary of Responses**

- The proposal will result in increased traffic congestion on Hibbert Road leading to clocking of access to my property.
- The proposal would give rise to a lack of privacy at my house as it will be backing on to an early years play area.

## **APPRAISAL**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

*'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'*

The Government has issued the National Planning Policy Framework [NPPF] which consolidates national planning policy and is a material consideration in the determination of this application.

In this instance, the Development Plan comprises The London Plan 2011 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

## **MAIN CONSIDERATIONS**

Principle of Development

Impact on Character and Appearance of the Area and Conservation Area

Residential Amenity

Traffic and Parking

Sustainability

Accessibility

Trees and Landscaping

Flood Risk and Drainage

S17 Crime & Disorder Act

Consultation Responses

Equalities and Human Rights

### **Principle of Development**

The National Planning Policy Framework outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. It emphasises that paragraphs 18 to 219 of the NPPF should be taken as a whole in defining what amounts to sustainable development. Economic, social and environmental considerations form the three dimensions of sustainable development. With regard to the social role of the planning system, this is in supporting strong, vibrant and healthy communities by creating a high quality build environment that reflect the community needs and support its health, social and cultural well being. In order to achieve sustainable development, economic, social and environmental gains should be sought jointly.

The National Planning Policy Framework (2012) outlines at paragraph 72 that: “The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. Local Planning authorities should give great weight to the need to create, expand or alter schools”.

Core policy CS1 of the Harrow Core Strategy (2012) states that: “The development or expansion of physical or social infrastructure will be permitted where it is needed to serve existing and proposed development, or required to meet projected future requirements.” Policy 3.18 of The London Plan (2011) seeks to ensure inter alia that development proposals which enhance education and skills provision are supported.

Policy DM 46 of the Harrow Development Management Policies Local Plan supports proposals for the provision of new education facilities provided that they are (a) located in the community which they are intended to serve; (b) subject to them being located in an area of good public transport accessibility and would not result in any adverse impacts on residential amenity or highway safety.

The educational use of this site is long established. The proposal would result in the removal of time served temporary mobile accommodation to provide replacement

permanent extension with a much higher standard of design. Against the backdrop of existing provision, the proposed development will result in an improvement in the quality of the physical facilities on the site. The development will be constructed for educational use and it is considered to be fit for its purpose (from a planning perspective). Furthermore, Harrow has a clear, demonstrable need to create more primary school places to meet a growing demand for educational space identified in the development plan.

### **Impact on Character and Appearance of the Area and Conservation Area**

The National Planning Policy Framework emphasises that in the pursuit of sustainable development, proposals which would replace poor design with better design and would provide positive improvements in the quality of the built environment should be encouraged (Paragraph 9).

The London Plan (2011) policies 7.4B and 7.6B set out the design principles that all boroughs should seek to ensure for all development proposals. The London Plan (2011) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. The London Plan (2011) policy 7.6B states, inter alia, that all development proposals should; be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion composition, scale and orientation.

Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) reinforces the principles set out under The London Plan (2011) policies 7.4B and 7.6B and seeks a high standard of design and layout in all development proposals. It goes on to state, amongst other things, that developments should contribute to the creation of a positive identity through the quality of building layout and design, should be designed to complement their surrounding, and should have a satisfactory relationship with adjoining buildings and spaces.

### Siting, design, layout and scale

The proposed extension would be sited towards the rear of the site and would therefore not be readily visible from any of the surrounding roads as the site is enclosed on all sides by residential properties. However, officers consider that the views from the adjacent neighbouring properties would not be detrimental as the development would be seen within the context of the existing school buildings on the site and would not be over prominent or out of keeping.

Officers consider that the proposed extension would have an acceptable appearance in relation to the character and appearance of the existing school. The design and scale of the extension would be reflective of the surrounding school buildings. The existing school is constructed in brick. It is acknowledged that due to the local plan requirements for sustainable design and construction, it will not be possible to fully replicate the appearance of the older existing building. Nevertheless, it is proposed to finish the extension in brick which will compliment the existing school building. A condition is therefore recommended in respect of materials to ensure the extension would harmonise with the appearance of the existing school buildings.

Although the proposed windows on the extension would be larger than the adjacent windows on the existing building, the design and access statement highlights that this design approach has been driven by the need for natural ventilation and energy



efficiency. As such, it is proposed to finish the windows in dark grey in order to reduce their visual impact which officers consider to be acceptable.

The other proposed external alterations including re-surfacing of part of the playground, roof plant, re-location of the car park and proposed boundary treatment would have a minimal impact on the character and appearance of the area and are considered to be acceptable.

Overall, it is considered that the proposed extension and alterations are acceptable and would be in keeping with the character and appearance of the area. As such, the proposal is considered to comply with policies 7.4B and 7.6B of The London Plan (2011) core policy CS1 B of the Harrow Core Strategy (2012) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

### **Residential Amenity**

Policy 7.6 of The London Plan (2011) states that “Buildings and structures should not cause unacceptable harm to the amenity of the surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate”. Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) requires that: “*All development and change of use proposals must achieve a high standard of privacy and amenity of neighbouring occupiers*”. “The assessment of the design and layout of proposals will have regard to: “the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers”.

#### Amenity impacts in relation to scale, massing and siting

The extension would be sited some 50 metres from the rear elevations of the closest properties in Hibbert Road and would therefore not unduly affect the occupiers visual or residential amenities. The eastern flank wall of the proposed extension would be sited some 30 metres from the adjacent three storey block of flats (57 to 74 Lime Close). Furthermore, the two storey massing of the building on this elevation would not be excessive with a maximum depth of 10 metres and modest overall height of 7.5 metres for a two storey building. The main massing and bulk of the building would be oriented towards the school playground and would be in line with the scale and massing of the existing buildings. As such, the main classroom windows would not result in any overlooking issues. One window is proposed on the eastern flank wall at first floor level. However, this would serve a small group room and would therefore not give rise to unreasonable levels of either perceived or actual overlooking.

The proposed plant to be installed on the roof of the single storey element of the extension has been referred to the Council’s Environmental Health Department who have not raised any objection. Nevertheless, in the interests of the residential amenities of the neighbouring occupiers a condition is attached to prevent unacceptable noise transmission and odour/fumes to nearby occupiers

Overall, officers consider that the proposed extension would not give rise to any detrimental impacts on the residential amenities of the neighbouring occupiers in terms of loss of light, overshadowing, loss of privacy or overlooking.

Given the minor nature of the other external alterations proposed, they would not result in any material impacts on neighbouring amenity.

#### Increase in Intensity of Use

The National Planning Policy Framework places particular emphasis on meeting the need for school places. Within urban areas, the growth of school places will result in some additional impacts upon nearby residential properties. The NPPF nevertheless requires that particular weight be applied to the need to expand and alter schools. There would be a small increase in the amount of hard play space where the current car park is located. However, the location of this is next to the main hard playground and small increase proposed is not anticipated to give rise to additional undue noise impact. Accordingly, it is considered that whilst some increase in daytime noise may arise as a result of the development, the additional noise and disturbance is not considered to significantly undermine residential amenity and would not outweigh the strong emphasis given to expanding schools within national planning policy and the support within the Local Plan.

### Vehicle Access and Traffic

There are no proposed changes to site access for either vehicles or pedestrians. However, the proposed car parking layout would be altered as part of the proposal. An additional parking area (29 spaces) would be located at the front of the site adjacent to the southern and western boundaries of the site. Currently this area is allocated for use as hard play space. The car park would be located approximately 27 metres from the rear elevations of the properties along Hibbert Road and 23 metres from the properties along Locket Road. As such, although the parking area would be sited closer to some neighbouring residential properties than is currently the case it is considered that this would result in reduction of noise for residents over the existing land use as hard surfaced playground. Furthermore, given the modest uplift in the number of car parking spaces and the use of the site as a school predominantly between the hours of 9am to 5pm, it is considered that vehicles movements would not result in unacceptable levels of noise and disturbance. The application is therefore acceptable in this regard.

### Construction Phasing

It is envisaged the development would be constructed in its entirety over one phase. It is inevitable that noise and disturbance would increase during the construction process; however the impacts would be temporary and can be mitigated to some extent. A detailed construction management strategy has been submitted with the application, including a detailed timetable for implementation. The document details working practices including managing and maintaining site access routes, delivery times and security procedures in order to help safeguard the residential amenity of neighbouring occupiers as much as possible. Officers consider that the management and mitigation measures proposed would be sufficient to reduce the impacts on the amenities for neighbouring occupiers during the construction phase to acceptable levels.

In summary, the proposal would accord with policy 7.6B of The London plan (2011) and policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

### **Traffic and Parking**

The London Plan (2011) policies 6.3, 6.9, 6.10 and 6.13 seek to regulate parking in order to minimise additional car travel and encourage use of more sustainable means of travel. This is further emphasised by policy core policy CS 1 R of the Harrow Core strategy (2012). Policy DM 42 of the Harrow Development Management Local Plan outlines the council's parking standards and cycle parking standards.

An additional parking area (29 spaces) would be located at the front of the site adjacent to the southern and western boundaries of the site in order to help accommodate some of

the extra staff numbers over the next seven years of expansion. It is acknowledged that some additional parking spaces within the site would help achieve a reduction in parking congestion on the surrounding streets but in the main this issue is principally caused by parent pick up and drop offs as is common with most schools.

At peak times, in the morning and afternoon, the existing school already results in short term, localised congestion, as parents and guardians drop off and pick up children from the school. This pattern, and the impact upon non school traffic, is repeated across the Borough, and across the Country. There is potential for and a likelihood that this disruption will increase, as the pupil numbers rise. A number of representations submitted, report a concern over the transport impacts of the development. Outside of this time, service vehicles and visitors to and from the existing and the proposed school are unlikely to give rise to significant interference of traffic using the surrounding roads.

Given the local catchment of the school, the very limited scope to re-engineer surrounding roads to meet future demand, and the particular and individual patterns and circumstances of the parents and careers of pupils, the short term, localised impacts of these peaks are an inevitable and unavoidable disruption that has become part of London traffic's character. There is little scope to re-engineer London's Road to deal with such peak hour use. They do not justify significant engineering of the local highway network; instead these adverse impacts are required to be weighed in the balance, alongside the significant policy support to enhance and improve schools, contained in the NPPF and Local Plan.

Policy DM 43 of the HDMP LP (2013) requires that proposals for major development should provide a transport assessment in order to quantify the impacts of the proposal upon public transport, the highway network, the cycle network and upon conditions for pedestrians. Although the proposal is not a major development, the application is supported by a Travel Assessment and Travel Plan to address the proposed expansion of pupils and staff over the next 7 years. The Transport Assessment (TA) in support of the application was undertaken by an independent travel consultant. The details and recommendations of the TA, including traffic surveys and assessments have been referred to the Council's Highways Authority to consider the potential impact of the development.

Belmont School comprises of Nursery, Infant and Junior schools which are located on the same site in Wealdstone Ward. The area surrounding the school is predominantly residential, with the closest amenities on Wealdstone High Street. The site is only accessible from Hibbert Road and is bounded by Locket Road, Fisher Road and Lime Close. At present these roads have minimal parking restrictions and traffic calming measures, though the area west of the school is due to be converted to a 20mph zone with traffic calming in 2014.

There is a single pedestrian access route to the school site from Hibbert Road. The pedestrian pathway is the main means of access, and has a narrow entrance where it joins the footway on Hibbert Road and where it meets the school playground. The entrance area to the school is marked with "School keep clear" zig-zags on Hibbert Road.

#### Transport impact and proposed mitigations

The application is accompanied by a School Travel Plan (TP) and Traffic Impact Assessment (TIA) which has been referred to the Council's Highways Authority. The hands up survey within this document has indicated that the existing transport modal split

shows that the majority of pupils walk to school (63%). Dependency on the car is therefore quite low overall. The Public transport accessibility level is low accounting for the low level of public transport use.

The TIA identifies that in terms of car traffic and associated parking at school opening and closing times, the afternoon period is more severe than the morning. Parking increases significantly at these times predominantly in Hibbert Road and Locket Road and is in close proximity to the school entrance. Locket Road experiences the most severe parking levels with over 90% occupancy. There is also a significant level of traffic congestion in the southern end of Hibbert Road despite the high proportion of pedestrian journeys to school. The junction of Locket road / Hibbert Road experiences higher levels of turning traffic at these times also.

The TIA also shows that road safety in the area is acceptable with a low level of accidents. The Council's Highways Authority is introducing a 20mph zone around the school In 2014 which is likely to improve this further.

The trip generation model indicates that car traffic will increase by 86 journeys and 7 car share journeys based on current modal trends factoring in the level of expansion and the same ratio of pupils to teachers.

In view of the analysis from the TIA, representative from the Council's Highways Authority consider that the expansion of the school will have no measurable impact on traffic conditions as the relative increase in traffic volume is relatively small. Therefore it is anticipated that the additional vehicle volume is unlikely to cause any significant problems. However, it is acknowledged that the expected increases in illegal and inconsiderate parking will have an impact on the movement of all traffic, including pedestrians.

Officers consider that the problems related to the level of car use and parking and traffic congestion in the peak periods, which are of most concern to local residents, can be effectively reduced predominantly through the development of an effective School Travel Plan with the necessary education and training initiatives and the endorsement and ownership of the Head Teacher. Reducing the number of people that travel by car is the main focus of the mitigations and will have the biggest impact.

In addition a number of physical mitigations are proposed in the TA and the observations of the Council's Highways Authority on these are shown in the table below:

Physical measures	Observations
Implementing a second school entrance to spread the concentration of pedestrian and vehicle movements	A second entrance would spread the concentration of traffic but the only opportunity to open up a new access appears to be in Lime Close and this may adversely affect residents living here. The increase in space available for vehicles to park could potentially increase overall car usage and so this may not support further modal shift. This is not supported
A one way system southbound on Hibbert Road to aid traffic flow by removing passing congestion	A one way system may be difficult to introduce because this arrangement applies permanently but only helps with traffic conditions for a short period of the day. It would displace traffic onto other roads and affect emergency services access. This is not

	supported
Increase parking restrictions (e.g. a 1 hour parking ban between 2-3 pm on both sides of Hibbert Road)	Additional parking controls need to be reviewed in Locket Road to address the impact on through traffic and prevent obstruction on this local distributor road. Some improvements are already planned as a part of the proposed 20mph zone scheme around the school.

An extension of restrictions allows the possibility of a greater range of enforcement. However, whilst enforcement can only be taken against contravention of properly-introduced restrictions such as “school keep clear” zig-zags, single and double yellow line restrictions, etc. it should be borne in mind that waiting restrictions include a standard exception for stopping to set-down or pick-up passengers and an offence would therefore only be committed if the vehicle stopped for a period, for example while a child is taken into the school. Therefore the Council’s current enforcement practices for schools will need to be reviewed to ensure that there is a sufficiently frequent enforcement presence either in the form of mobile CCTV vehicles or parking attendants to act as a deterrent. The highways authority have identified from experience that the presence of Civil Enforcement Officers (CEOs) is more likely to change the behaviour of drivers. They consider that use of mopeds and is the most effective way of responding to enforcement requests rather than using bicycles as suggested in the TA.

Other measures proposed by the Council

The council’s Highways Authority has made a commitment to implementing several recommendations in order to mitigate the increased number of pupils.

As a part of the Council’s own transport programme of works identified in the Transport Local Implementation Plan there are proposals to introduce a 20mph zone in the area around Belmont School in 2014/15. The implementation of a 20mph zone is supported by the Mayor for London in his Road Safety Plan and helps to meet national and local road safety targets

The 20 mph zone area is based on the number and density of pupils living in the area and covers the routes most used by parents and children accessing the school by walking and cycling. This scheme will take advantage of existing traffic calming and the installation of new features to create a large 20mph zone around the school and will incorporate new features including two large speed platforms in Lockett Road which will provide crossing points for pedestrians.

The zone will consist of Hibbert Road, Locket Road, Byron Road Warham Road, Lorne Road, Ronart Street & Harkett Close. The scheme will reduce the risk of personal injury accidents within the area, improve pedestrian and cycle safety and encourage walking and cycling in the area

Officers of the Highways Authority consider that by reducing vehicle speeds to 20 mph, specifically in residential areas close to the school, not only will casualties be reduced but more people may be encouraged to cycle or walk as opposed to relying on the car improving safety for children around schools during the drop off and pick up periods as well as increasing standard of living for local residents.

There are existing no waiting at any time (double yellow line) parking restrictions at all junctions near the school and on the bend outside no.17- 27 Hibbert Road which are

sufficient to facilitate traffic movement. Officers consider that no further measures are necessary.

In this case, officers consider that it would not be reasonable to impose planning conditions in relation to control the implementation of proposed mitigation measures, given the proposed measures are subject to additional constraints of available funding from a range of potential sources such as the Local Implementation Plan and Harrow Capital budgets as well as the requirement for additional consultation on the measures with key stakeholders and is therefore not something that the Council can guarantee.

### School Travel Plans

The application supporting documents place a strong emphasis on the School Travel Plan and associated walking and cycling measures that deliver health benefits and a reduction in air pollution. The School TP document shows that officers of the Council regularly go into schools to talk about the problems that the school run can cause and to promote viable alternative modes of transport.

The school Travel Plan submitted in support of the application identifies a range of measures which focus on achieving a mode shift away from the private car. The Travel Plan forms a sound basis for the development of a continuing partnership between the Council and with the school, parents and children in developing infrastructure schemes that will encourage walking and /or cycling.

The Travel Plan shows that school are already operating an after school club which will already make a contribution in dissipating traffic at peak times by enabling some flexibility for parents who wish to pick up their children latter. It also shows that a significant number of children are already walking to school (63%) and identifies the preferred mode of travel for pupils. Notably, this shows that 28% of pupils would prefer to either cycle or scoot to the school site. At the moment cycling is only being used as means of travel by 1 % of the pupils. As such, a number of the initiatives in the Travel Plan are promoted towards encouraging cycling/scooting which has the potential to significantly reduce the number of overall car trips. Other possible mitigation measures identified in the Travel Plan include the identification of park and stride locations various walking initiatives such as walk to school month, scooter and cycle training for pupils and promotion of a car sharing scheme by the school.

However, it is also recognised that the aim of increasing sustainable travel requires a culture change to influence attitudes and change behavior and therefore it is important to target primary schools so that people's attitudes about the use of the cars can be influenced at an early stage of development.

Transport for London operates an accreditation scheme known as STARS (Sustainable Travel Accredited And Recognised) which provides a robust framework for achieving sustainable transport targets and for increasing effectiveness year on year. Belmont School's current STP is accredited to Silver standard by the STARS scheme. The next level of accreditation is gold which can be achieved by demonstrating at least 6% reduction in car use or by having 90% of pupils traveling sustainably, engaging in more initiatives and activities, including consultation, and demonstrate a high level of innovation in travel activities and an outstanding level of participation in one form of initiative.

Any travel plan should be kept up to date and needs to be reviewed annually. Equally,

over time, measures to manage demand should be explored. Accordingly, taking account of the potential increase in traffic set out in the transport assessment a condition is recommended for ongoing monitoring of the school travel plan in order to ensure on going targets and improvements within the Travel Plan accreditation scheme are being met over the course of the school expansion.

### Cycle Parking

In terms of bicycle parking, London Plan (2011) standards requires the provision of one space per 10 staff or pupils. Cycle and scooter parking places can be monitored through the schools travel plan and additional spaces provided should demand dictate. The Design and Access statement accompanying the application highlights that the school will provide cycle stores. These would be located adjacent to the car park at the point of entry to the site which is considered to be appropriate. However, no details have been provided in respect of the overall existing and proposed numbers of spaces. Given there is significant interest in cycling as the preferred mode of travel, officers consider this means of travel should be actively encouraged and that the number of spaces should meet the requirements of The London Plan (2011). Accordingly, a condition would be attached, should approval be granted, requiring full details of proposed cycling and scooter parking facilities in accordance with London Plan standards and that additional spaces should be provided should demand dictate.

### Proposed Construction Activities and mitigation

It is expected that, as a worst case scenario not more than 10 trucks per day will access the site during the peak construction period. The Highways Authority considers that the relatively small numbers expected will have a negligible impact on the local road network.

In order to mitigate the impact of construction vehicle movements a condition is recommend so that they are restricted during morning and evening peak hours. Subject to this condition and coupled with the relatively small numbers expected, construction traffic would have negligible impact in the local road network and officers consider the application would be acceptable in this regard.

Measures to manage internal traffic have been identified in the construction phasing and management plan in order to avoid any congestion within the school site which is considered to be acceptable. An informative is also recommended reminding the applicant of Harrow Council's Considerate Contractors Scheme.

Overall the proposed mitigations for the expansion of Belmont School accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. There are no transport related reasons to refuse the Planning Application for the expansion of the school.

In view of the above, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified. Overall the proposed expansion of Belmont School and the proposed mitigations in conjunction with existing Council initiatives accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. That mitigation is likely to reduce the current impact of traffic experienced by residents close to the school.

The transport impacts accordingly need to be weighed against the contribution that the

proposals will make towards meeting forecast educational need. Subject to ongoing monitoring of the travel plan which can be secured by a condition, for the reasons outlined above the transport impacts of the proposal are considered to be acceptable, having regard to the aims and objectives of policy 6.3 of The London Plan, core policy CS 1 R of the Harrow Core Strategy, and policies DM 42 and 43 of the Harrow Development Management Policies Local Plan (2013).

### **Sustainability**

London Plan policy 5.2 'Minimising Carbon Dioxide Emissions' defines the established hierarchy for assessing the sustainability aspects of new development. This policy sets out the 'lean, clean, green' approach, which is expanded in London Plan policies 5.3 to 5.11. Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to "*utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials*"... "*Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity*".

Harrow Council's Supplementary Planning Document on sustainable Building Design (adopted May 2009) seeks to address climate change through minimising emissions of carbon dioxide.

The application is accompanied by a detailed sustainability statement which demonstrates that the proposed development has been designed with long term sustainability in mind. The layout and proportion of teaching spaces has been driven by natural ventilation and day lighting requirements and the windows include an allowance for purge venting. The fabric of the building is intended to achieve low U values. In this case potential for overheating due to solar gain is significantly reduced due to the northern aspect of the classrooms. For these reasons, officers therefore consider that the proposal is in accordance with policy 5.3, core policy CS1 T, policy DM 12 of the Harrow Development Management Policies Local Plan and the Council's adopted SPD Sustainable Building Design.

Policy 5.11 of the London Plan (2011) seeks to ensure development proposals provide site planting and increase biodiversity, for sustainable urban drainage and improve the character and appearance of the area. It is acknowledged that the restrictions on the available space at the site limit opportunities for increasing green space. There is some potential for additional planting in the new car park and accordingly a condition is recommended for further details of hard and soft landscaping to be submitted and approved by the local planning authority. Subject to this condition, it is considered that the proposal will result in enhancement and diversification of the site and will make a positive contribution to the character of the area in accordance with policy 5.11.

### **Accessibility**

The London Plan (2011) requires all new development in London to achieve the highest standards of accessibility and inclusive design as outlined under policy 7.2. Policy DM 2 of the Harrow Development Management Policies Local Plan (2013) seeks to ensure that buildings and public spaces are readily accessible to all.

There is already a lift within the existing school. The approaches through the car park and into the new extension are level. The revised car park layout has been designed to include 2 fully accessible spaces in close proximity to the main school entrance. Disabled



WCs will be provided within the extension and all corridors will have a minimum width of 1800mm and all doors a minimum clearance of 900mm. Having regard to the scale and amount of works proposed, these measures are considered to be satisfactory and would meet the requirements of policy 7.2 of the London Plan (2011) and policy DM 2 of the Harrow DMPLP (2013).

### **Trees and Landscaping**

Policy 7.21B of The London Plan (2011) states that “Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of ‘right place, right tree’. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species”.

Policy DM 22 of the Development Management Policies Local Plan states that:

*“B. Development proposals will be required to include hard and soft landscaping that:*

- a. Is appropriate to the character of the area;*
- b. Is well laid out in terms of access, car parking and the living conditions of future occupiers and neighbours;*
- c. Achieves a suitable visual setting for the building(s);*
- d. Provides for sufficient space for new or existing trees and planting to grow; and*
- e. Supports biodiversity.”*

*“Proposals for works to trees in conservation areas and those the subject of tree preservation orders will be permitted where the works do not risk compromising the amenity value or survival of the tree.”*

None of the trees on the site are protected by a tree preservation order but nevertheless they make a positive contribution to the amenity value of the adjacent area as well as providing wildlife habitats and a good screen for adjoining residential properties. The existing tree cover is largely confined to the edges of the site and is generally well maintained.

The application is accompanied by an Arboricultural Impact Assessment which concludes that overall there will be minimal impact. The proposed new building would be outside the constraints of retained trees and that it will be possible to retain all the trees on the site and on the neighbouring sites. The application has been referred to the Council’s Arboricultural Officer who is satisfied with the conclusions of the report, subject to a condition that the recommendations within the report are adhered to through the construction process including the method statement and proposed tree protection plan. Accordingly, a condition is recommended in respect of this.

It is also considered there is scope for additional landscaping in order to help define the pedestrian and car park area and a condition is recommended for further details to be provided in order to enhance the appearance of the development and support biodiversity.

Subject to conditions, officers consider that the ecological and aesthetic value of the area would not be harmed and the development would thereby comply with policies 7.21 and 7.19 of The London plan (2011) and policy DM 22 of the Harrow Development Management Policies Local Plan (2013).

### **Flood Risk and Drainage**

The NPPF (2012) outlines the need to manage flood risk from all sources (paragraph 100). Policies 5.13, 5.12 and 5.14 of The London Plan seek to address surface water management and a reduction in flood risk. Policy 5.13 of the London Plan requires that proposals should achieve greenfield run off rates and ensure that surface water is managed as close to its source as possible in accordance with the sustainable urban drainage (SUDS) hierarchy. Similarly, policy DM 10 of the Harrow Development Management Policies Local Plan (2013) requires that “*proposals for new development will be required to make provision for the installation and management of measures for the efficient use of mains water and for the control and reduction of surface water run off. Substantial weight will be afforded to the achievement of greenfield run off rates*”.

Belmont School lies in flood zone 1 and therefore has a low risk of fluvial flooding. As such, there are no restrictions in planning policy for constructing an extension on the site, subject to surface water management controls.

Surface water attenuation tanks are proposed for the car park and adjacent to the extension in order to achieve a discharge rate of 5 l/s which will meet the required greenfield run off rates. Lined porous paving would also be used for the car park to provide increased infiltration of surface water run off in this area. The proposed details of surface water attenuation and arrangements for foul water have been referred to the Council’s Drainage Engineers who are satisfied with the principal of the proposals, subject to further details being provided by condition. Accordingly it is recommended that conditions are attached in relation to the specific details of surface water drainage and attenuation. At the time of preparation of the report officers are still awaiting further information on the specific drainage proposals. Consideration of this information, including any subsequent recommended conditions and further comments from the council’s Drainage Officer, will follow on the committee addendum.

Subject to the above, the development is considered to fulfil the objectives of the NPPF concerning managed impacts upon flood risk and would satisfy London Plan (2011) policies 5.12, 5.13 and 5.14, policy CS1 U of the Harrow Core Strategy and policy DM 10 of The Harrow Development Management Policies Local Plan (2013).

### **S17 Crime & Disorder Act**

Policy 7.3 of The London Plan (2011) and core policy CS1 E of the Harrow Core Strategy 2012 seek to ensure that developments should address security issues and provide safe and secure environments. The proposed site is within a residential area and is enclosed on all sides by residential properties. As such, the school receives very good levels of natural surveillance. The main front entrance from Hibbert Road is secured by a locked gate. The school gates are locked during the day and there is an audio access control linked to the main school office. All ground floor windows and other accessible windows and doors will meet PAS 24:2012 as required for Secure by Design accreditation. Given, the size of the proposed extension and alterations proposed, the measures identified are considered to be satisfactory to achieved enhanced security at the site.

### **Consultation Responses**

- The proposal will result in increased traffic congestion on Hibbert Road leading to clocking of access to my property – This is addressed in section 4 of the above appraisal.
- The proposal would give rise to a lack of privacy at my house as it will be backing on to an early years play area – There is no alteration proposed to the location of the existing early years play area.

Against the background of growing demand, and the limited number of available sites to meet such demand, the proposals are, for the above reasons, considered to strike an acceptable balance between competing policy objectives and are acceptable. The concerns and adverse impacts identified above can, officers consider, be satisfactorily mitigated by the use of planning conditions. The design and impact of the new school buildings on the character and appearance of the locality, and upon the amenities of surrounding homes is considered acceptable. The technical evidence submitted in support of the application, also leads officers from the Councils Highways Authority to conclude that the proposal would not give rise to unacceptable adverse impacts on the surrounding highway network, subject to additional monitoring conditions in relation to the school travel plan.

As such, the objections from residents are acknowledged but nevertheless the proposals are considered to satisfy the policy objectives of the National Planning Policy Framework (2012), The London Plan (2011), the Harrow Core Strategy (2012), the Harrow Development Management Policies Local Plan (2013) such that permission can, officers consider, be recommended.

### **Equalities and Human Rights**

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

In determining this planning application the Council has regard to its equalities obligations under section 149 of the Equalities Act 2010. For the purposes of this report there are no adverse equalities issues arising from this proposal. However, it is noted that equality impact assessments play an important role in the formulation of planning policies; however their use in respect of this specific application is very much the exception rather than the norm. Taking proper account of the guidance contained in the London Plan Supplementary Guidance on Planning for Equality and Diversity in London (and in particular paragraph 2.6) the Council considers that there is no requirement for a Race Equalities Impact Assessment.

### **CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for grant.

### **CONDITIONS**

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

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

2 Notwithstanding the details shown on the approved plans and documents, details and samples of the materials to be used in the construction of the external surfaces noted below shall be submitted to, and approved in writing by, the Local Planning Authority before the commencement of any work above DPC level of the buildings hereby permitted is carried out.

a: the building

The development shall be carried out in accordance with the approved details and shall

thereafter be retained.

REASON: To safeguard the character and appearance of the locality, in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

3 Save where varied by the other planning conditions comprising this planning permission, the development hereby permitted shall be carried out in accordance with the approved plans: Design and Access Statement – Ref: 1494-5.4-001.docx; Schedule of Proposed Materials – Ref: 1494-5.7-001 Mat Schedule; 1494-PP-01; 1494-PP-08; 1494-PP-02; 1494-PP-03; 1494-PP-04; 1494-PP-05; 1494-PP-06; 1494-PP-07; LBH/TM/TPR0130/FE/03; 2014 Belmont School Travel Plan (dated 28<sup>th</sup> February 2014); Belmont Primary School –Phase 2 –Sustainability Statement Rev 01 Ref: CN/7151133/KJS; Arboricultural Impact Assessment at Belmont School by A.T. Coombes Associates; Transport Assessment for the Expansion of Belmont School – February 2014; Document titled: Overview of Harrow School Expansion Programme; Document titled School Expansion Programme 2014-2015; Statement of Community Involvement – February 2014; Document titled Draft Programme for Planning Submission Only; Document titled – Belmont School by Mott MacDonald, dated 24.02.2014; Construction Method, Phasing Plan and Logistics Statement; Un-titled document aerial view; LO1520/DR10 Rev P3; Drainage Impact Assessment; Drainage Calculations – New Car Parking Area

REASON: For the avoidance of doubt and in the interests of proper planning.

4 The development hereby permitted, shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment at Belmont School, Harrow by A.T Coombes Associates. This will include that arboricultural supervision is undertaken throughout the project and the development is carried out in accordance with the Method Statement and Tree Protection Plan. The tree protection measures shall be erected before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

REASON: The existing trees represent an important amenity feature which the local planning authority considers should be protected, and as required by policy DM 22 of the Harrow Development Management Policies Local Plan (2013).

5 Notwithstanding the details on the approved plans, the development hereby permitted shall not be occupied until details of hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM 1, DM 22 and DM 23 of the Harrow Development Management Policies Local Plan (2013).

6 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the

local authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM 1 and DM 22 of the Harrow Development Management Policies Local Plan (2013).

7 Notwithstanding the details shown on the approved plans, a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to, and approved in writing by, the local planning authority prior to its construction on site. The boundary treatment shall be completed before the development is occupied. The boundary treatment shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the character and appearance of the locality, in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

8 The development of any buildings hereby permitted shall not be commenced until details of works for the disposal of surface water and surface water storage and attenuation works have been submitted to and approved in writing by, the local planning authority. The works shall be implemented in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided, reduce and mitigate the effects of flood risk in accordance with the National Planning Policy Framework (2012) and Policy DM 10 of the Harrow Development Management Policies Local Plan (2013) and to ensure that the necessary construction and design criteria for the development proposals follow approved conditions according to NPPF (2012).

9 The development hereby permitted shall not be occupied until works for the disposal of sewage have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with Policy DM 10 of the Harrow Development Management Policies Local Plan (2013) and the necessary construction and design criteria for the development proposals follow approved conditions according to Sewers for Adoption.

10 The Belmont School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the extension hereby approved. Thereafter a Travel Plan review shall be undertaken and a revised Travel Plan shall be submitted to and approved in writing by the Local Planning Authority annually and not later than 31<sup>st</sup> August for each year of the expansion. The mitigation measures identified in the Travel Plan shall be implemented for the duration of the development.

REASON: To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan policies 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

11 The development hereby permitted shall not be occupied until a scheme for the provision of secure cycle/scooter parking spaces in accordance with the London Plan (2011) has been submitted to and agreed in writing by the Local Planning Authority. The use hereby approved shall not commence until the cycle parking scheme has been implemented in accordance with the approved details and thereafter retained.

REASON To encourage occupants of the development to use methods of transport other than the private car in accordance with London Plan policies 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

12 The details of the Construction Method and Logistics Statement hereby approved shall be adhered to throughout the construction period and construction vehicles shall not access the site during peak morning (08:30-09:30) or afternoon times (15:00-16:00).

REASON: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the adjoining properties, in accordance with policies 7.4 and 7.6 of The London Plan 2011 policies DM 1 and DM 42 of the Harrow Development Management Policies Local Plan (2013).

13 Any plant and machinery, including that for fume extraction, ventilation, refrigeration and air conditioning, which may be used by reason of granting this permission, shall be so installed, used and thereafter retained as to prevent the transmission of noise, vibration, and odour / fume into any neighbouring premises.

REASON: To ensure that the proposed development does not give rise to noise and odour / fume nuisance to neighbouring residents in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

## **INFORMATIVES**

1 The following policies are relevant to this decision:

### **National Planning Policy:**

National Planning Policy Framework (2012)

### **The London Plan (2011):**

3.16 – Protection and Enhancement of Social Infrastructure

3.18 – Education Facilities

5.3 – Sustainable design and construction

5.10 – Urban Greening

5.11 – Green roofs and development site environs

5.13 – Sustainable Drainage

6.3 – Assessing effects of development on transport capacity

6.9 – Cycling

6.10 – Walking

6.13 – Parking

7.1 – Building London's neighbourhoods and communities

7.2 – An inclusive environment

7.3 – Designing out crime

7.4 – Local character

7.6 – Architecture

7.21 – Trees and Woodlands

### **Harrow Core Strategy (2012)**

CS1: Overarching Principles

### **Harrow Development Management Policies Local Plan (2013):**

Policy DM 1 – Achieving a High Standard of Development

Policy DM 2 – Achieving Lifetime Neighbourhoods

Policy DM 10 – On Site Water Management and Surface Water Attenuation

Policy DM 12 – Sustainable Design and Layout

Policy DM 22 – Trees and Landscaping

Policy DM 42 – Parking Standards

Policy DM 43 – Transport Assessments and Travel Plans

Policy DM 44 - Servicing  
Policy DM 45 – Waste Management  
Policy DM 46 – New Community Sport and Educational Facilities

**Other Relevant Guidance:**

Harrow Surface Water Management Plan (2012)  
London Borough of Harrow Open Space Study PPG17  
Supplementary Planning Document Sustainable Building Design (2009)  
Supplementary Planning Document: Access for All (2006)

**2 CONSIDERATE CONTRACTOR CODE OF PRACTICE**

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

**3 PARTY WALL ACT:**

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
  2. building on the boundary with a neighbouring property;
  3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

“The Party Wall etc. Act 1996: Explanatory booklet” is available free of charge from:  
Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote **Product code:** 02 BR 00862 when ordering

Also available for download from the CLG website:

Tel: 0870 1226 236      Fax: 0870 1226 237  
Textphone: 0870 1207 405  
E-mail: [communities@twoten.com](mailto:communities@twoten.com)

**4 COMPLIANCE WITH PLANNING CONDITIONS**

**IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences**

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

**5 DUTY TO BE POSITIVE AND PROACTIVE**

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

Plan Nos: Design and Access Statement – Ref: 1494-5.4-001.docx; Schedule of Proposed Materials – Ref: 1494-5.7-001 Mat Schedule; 1494-PP-01; 1494-PP-08; 1494-PP-02; 1494-PP-03; 1494-PP-04; 1494-PP-05; 1494-PP-06; 1494-PP-07; LBH/TM/TPR0130/FE/03; 2014 Belmont School Travel Plan (dated 28<sup>th</sup> February 2014); Belmont Primary School –Phase 2 –Sustainability Statement Rev 01 Ref: CN/7151133/KJS; Arboricultural Impact Assessment at Belmont School by A.T. Coombes Associates; Transport Assessment for the Expansion of Belmont School – February 2014; Document titled: Overview of Harrow School Expansion Programme; Document titled School Expansion Programme 2014-2015; Statement of Community Involvement – February 2014; Document titled Draft Programme for Planning Submission Only; Document titled – Belmont School by Mott MacDonald, dated 24.02.2014; Construction Method, Phasing Plan and Logistics Statement; Un-titled document aerial view; LO1520/DR10 Rev P3; Drainage Impact Assessment; Drainage Calculations – New Car Parking Area



# BELMONT SCHOOL, HIBBERT ROAD, HARROW WEALD



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Item Ref: 2/02

Address: KINGSLEY HIGH SCHOOL, WHITTLESEA ROAD, HARROW

Reference: P/0865/14

Description: CONSTRUCTION OF A TWO STOREY EXTENSION WITHIN EXISTING INTERNAL COURTYARD SPACE; PROVISION OF NEW HARD PLAY SPACE TO THE WEST OF THE SITE; ASSOCIATED LANDSCAPING AND BOUNDARY TREATMENT (IN ASSOCIATION WITH THE EXPANSION OF THE SCHOOL CAPACITY FROM 62 TO 104 PUPILS BY 2017).

Ward: WEALDSTONE

Applicant: HARROW COUNCIL

Agent: ELLIS WILLIAMS ARCHITECTS

Case Officer: NICOLA RANKIN

Expiry Date: 1<sup>ST</sup> MAY 2013

## **RECOMMENDATION**

Under Regulation 3 of the Town and Country Planning General Regulations 1992, **GRANT** planning permission for the development described in the application and submitted plans subject to conditions:

Regulation 3 applications are applications for planning permission by an interested planning authority to develop any land of that authority. In this instance, the applicant is the London Borough of Harrow and the land at Kingsley High School, Whittlesea Road, Harrow, HA3 6ND.

## **INFORMATION**

### **Legal Comments**

Regulation 3 of the Town and Country Planning General Regulations 1992 [Statutory Instrument 1992/1492] provides [in relevant part] that applications for planning permission by an interested planning authority to develop any land of that authority shall be determined by the authority concerned, unless the application is called in by the Secretary of State under Section 77 of the Town and Country Planning Act 1990 for determination by him.

The application is made by LB Harrow who intends to carry out the development on the land at Kingsley High School, Whittlesea Road, Harrow, HA3 6ND.

The grant of planning permission for this development falling within Regulation 3 shall ensure only for the benefit of LB Harrow.

**Statutory Return Type:** Minor Development

**Council Interest:** The Council is the landowner.

**Gross Floorspace:** sqm

**Net additional Floorspace:** 360sqm

**GLA Community Infrastructure Levy (CIL) Contribution (provisional):** The Mayor of London Charging Schedule (February 2012) outlines that CIL will not be payable where “Development is used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education”.

**Harrow Community Infrastructure Levy (CIL) Contribution (provisional):** This does not apply to educational uses.

## **BACKGROUND**

### **The Harrow School Expansion Programme & Expanding SEN Provision**

Harrow Council has a statutory responsibility to provide sufficient school places for its area. Like most London Boroughs, Harrow is experiencing a significant increase in demand for school places. The increasing demand is primarily birth rate driven but is complicated by other factors such as migration, household occupancy, size of families, etc. The main pressure on school places is currently in the primary sector, though pressure is also being experienced in the special educational needs sector and will be experienced in the secondary sector when the additional pupil numbers progress through to the high schools.

In Harrow there is provision for pupils with Special Educational Needs (SEN) in mainstream schools, including specialist resource provision in some schools and special schools. A shortfall in local provision increases the cost pressures placements at provision outside of the borough.

The government is introducing significant changes to the special educational needs and disability system and processes, as well as to the role of the local authority and its relationship with schools and stakeholders. The local authority retains statutory responsibility to ensure that there is sufficient high quality provision. However, it is no longer so clearly the provider of services, but a commissioner of services. The local authority’s new role is to champion vulnerable children and young people, parents and families and promote educational excellence.

In this context, to meet the growth in Harrow, in partnership with stakeholders, the special school SEN Placements Planning Framework has been developed. The framework aims to ensure that there is sufficient and sustainable high quality provision in Harrow. At its meeting on the 18<sup>th</sup> July 2013, Harrow Cabinet approved the Special School SEN Placements Planning Framework as the framework to inform proposals for increased provision over the next 3 to 5 years.

Demographic projections indicate Harrow is poised for a dramatic increase in primary and secondary school age children in the coming years, with a corresponding increase in the number of pupils with special educational needs. Special needs statements increased by 93 places (9%) between 2006 and 2011, and this rate of increase is rising. With

special schools in Harrow nearing capacity, placement offers are less able to respond to parental preference and in some cases are having to make placements outside of the borough.

Harrow is working with a dedicated Special School SEN Placement Framework for special school placement planning and has secured millions of pounds of national funding to expand specific schools. Kingsley school has been identified as one of the most eligible schools for expansion in the current phase. The school caters for pupils with severe and complex needs, including autism, aged 11-19 year olds. The biggest growth in demand is for pupils with autism. Kingsley High school has nearly reached capacity not just in terms of classroom and break out space but also in its associated infrastructure such as dining and storage space, teaching facilities and hygiene space.

The proposed expansion of Kingsley High School is one of 17 proposed expansions in the current phase of the Council's borough wide policy to provide a place for every child at a local school. The programme includes other primary school expansions, a secondary school expansion, 2 other SEN school expansions and the addition of SEN units to 3 mainstream schools. Currently Kingsley High School has 62 pupils with an aspiration to accommodate 104 pupils by 2017.

### **Site Description**

- The application relates to Kingsley SEN High School located to the north of Whittlesea Road.
- The existing school site is fairly level and contains a single and two storey building with a flat roof. The building is arranged in a square block with an internal courtyard space.
- The external surfaces of the building are comprised of brick.
- The main school building is surrounded by hard surfaced and soft play ground and general circulation space.
- There is one main vehicle and pedestrian access points from Whittlesea Road.
- The school site is bounded by residential terraced dwellinghouses to the north, east and west.
- There is a drop off/parking area at the front of the site with space for 17 cars and 2 disabled bays.
- There main vehicle and pedestrian entrance point from Whittlesea Road is separated.

### **Proposal Details**

- The application proposes construction of a two storey extension within existing internal courtyard space; provision of new hard play space to the west of the site and associated landscaping and boundary treatment (in association with the expansion of the school capacity from 62 to 104 pupils by 2017).
- The proposed two storey extension would have the form of an L shaped block within the existing internal courtyard space. It would have a maximum depth of 12 metres and a maximum width of 22 metres. The extension would have a flat roof with a height of 7 metres. The extension would create 3 additional classrooms, a dining room area and ancillary storage, WC and hygiene areas.
- It is also proposed to create a new hard surfaced play area to the west of the site (312m<sup>2</sup>) in an area of existing circulation space. A 2 metre high boundary fence would be constructed around this area.

### **Relevant History**

EAST/1583/02/FUL REDEVELOPMENT TO PROVIDE PART SINGLE PART TWO

### Pre-Application Discussion

- N/A

### Applicant Submission Documents

- √ Design and Access Statement (summary)
  - The massing and scale of the new extension has been a major consideration throughout the design development process with a clear desire to respect both the existing eaves and ridge heights of the current building.
  - The decision to construct the new extension within the internal courtyard is to limit the massing effect on the surrounding buildings.
  - The proposal limits its impact on neighbours, the existing schools valuable hard play space and existing green areas by following a minimal footprint.
  - Sunpath/Overshadowing assessments have been carried out for neighbouring properties which demonstrate there will be no difference from the present situation as the new extension does not any additional shadow.
  - In addition, the new extension does not cause any loss of light or overshadowing to any of the existing classrooms as the windows that face the courtyard are all for circulation space .
- √ Travel Plan
- √ Transport Assessment
- √ Statement of Community Involvement (summary)
  - Harrow Council have consulted on the Primary School Expansion Programme and held consultation evenings at the schools about the increase in pupil numbers for the schools on 2<sup>nd</sup> October 2013.
  - The proposals were considered by Harrow Council cabinet at a meeting on the 21<sup>st</sup> November 2013.
  - A community consultation evening was held to consult on proposals on the 5<sup>th</sup> February 2014. This was run as a drop in session and the local community were invited to examine plans and discuss proposals with representatives of the school, Council, Framework contractor and Architect. Residents were invited to comment on the scheme and record comments on sheets or by email.
- √ Drainage Report
- √ Sustainability Statement

### Consultations:

**Highways Authority:** Overall the proposed mitigations for the expansion of Kingsley School accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. There are no transport related reasons to refuse the Planning Application for the expansion of the school.

**Drainage Authority:** No objections, subject to conditions.

**Environmental Health:** No objections.

**Arboricultural Officer:** The details submitted in relation to the above are acceptable. I have no objections provided the development is carried out in accordance with the tree protection plan and method statement provided.

**Landscape Architect:** The loss of existing soft landscaping on such an already tight site, that is dominated by car parking, building and hard surfacing, is regrettable. There is no space on the site to replace this loss of soft landscaping. Conditions are recommended in relation to hard and soft landscape details.

**Secure By Design Officer:** Awaiting comments

### **Advertisement**

Site Notice x 5: General Notification: Expiry: 11.04.2014

### **Notifications**

Sent: 141

Replies: 1

Expiry: 04.04.2014

### **Addresses Consulted**

- 90-104 Whittlesea Road (evens)
- 95-117 Whittlesea Road (odds)
- Cedars Children's Centre
- 23-57 Stafford Road (odds)
- 10-68 Stafford Road (evens)
- 2 – 38 Chicheley Road (evens)
- 1-19 Chicheley Road (odds)
- 40-60 Langton Road (evens)
- 31-69 Lagton Road (odds)
- 1, 2, 3 Mepham Gardens

### **Summary of Responses**

- The proposal will result in unacceptable traffic congestion and more buses will only add to the existing high levels. The Council should introduce resident parking permits to address this.

### **APPRAISAL**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

*'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'*

The Government has issued the National Planning Policy Framework [NPPF] which consolidates national planning policy and is a material consideration in the determination of this application.

In this instance, the Development Plan comprises The London Plan 2011 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

## **MAIN CONSIDERATIONS**

Principle of Development

Impact on Character and Appearance of the Area and Conservation Area

Residential Amenity

Traffic and Parking

Sustainability

Accessibility

Trees and Landscaping

Flood Risk and Drainage

S17 Crime & Disorder Act

Consultation Responses

Equalities and Human Rights

### **Principle of Development**

The National Planning Policy Framework outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. It emphasises that paragraphs 18 to 219 of the NPPF should be taken as a whole in defining what amounts to sustainable development. Economic, social and environmental considerations form the three dimensions of sustainable development. With regard to the social role of the planning system, this is in supporting strong, vibrant and healthy communities by creating a high quality built environment that reflects the community needs and support its health, social and cultural well being. In order to achieve sustainable development, economic, social and environmental gains should be sought jointly.

The National Planning Policy Framework (2012) outlines at paragraph 72 that: "The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. Local Planning authorities should give great weight to the need to create, expand or alter schools".

Core policy CS1 of the Harrow Core Strategy (2012) states that: "The development or expansion of physical or social infrastructure will be permitted where it is needed to serve existing and proposed development, or required to meet projected future requirements." Policy 3.18 of The London Plan (2011) seeks to ensure inter alia that development proposals which enhance education and skills provision are supported.

Policy DM 46 of the Harrow Development Management Policies Local Plan supports proposals for the provision of new education facilities provided that they are (a) located in the community which they are intended to serve; (b) subject to them being located in an area of good public transport accessibility and would not result in any adverse impacts on residential amenity or highway safety.

The educational use of this site is long established. Against the backdrop of existing provision, the proposed development will result in an improvement in the quality of the physical facilities on the site. The development will be constructed for educational use and it is considered to be fit for its purpose (from a planning perspective). Furthermore, Harrow has a clear, demonstrable need to create more primary school places, particularly in the SEN sector, to meet a growing demand for educational space identified in the development plan.

## **Impact on Character and Appearance of the Area and Conservation Area**

The National Planning Policy Framework emphasises that in the pursuit of sustainable development, proposals which would replace poor design with better design and would provide positive improvements in the quality of the built environment should be encouraged (Paragraph 9).

The London Plan (2011) policies 7.4B and 7.6B set out the design principles that all boroughs should seek to ensure for all development proposals. The London Plan (2011) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. The London Plan (2011) policy 7.6B states, inter alia, that all development proposals should; be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion composition, scale and orientation.

Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) reinforces the principles set out under The London Plan (2011) policies 7.4B and 7.6B and seeks a high standard of design and layout in all development proposals. It goes on to state, amongst other things, that developments should contribute to the creation of a positive identity through the quality of building layout and design, should be designed to complement their surroundings, and should have a satisfactory relationship with adjoining buildings and spaces.

### Siting, design, layout and scale

The proposed extension would be sited within the existing internal courtyard and would therefore not be visible from any of the surrounding roads. Only limited glimpses of the extension could be viewed from some neighbouring residential properties.

Officers consider that the proposed extension would have an acceptable appearance in relation to the character and appearance of the existing school. The design, height and scale of the extension would be reflective of the surrounding school buildings. The existing school building has a contemporary design and is finished in red brick with grey window frames. A condition is therefore recommended in respect of materials to ensure the extension would match with the appearance of the existing school buildings.

The school has limited open play space. The main play spaces are located to the east of the site and within the existing open courtyard. As such, a new hard play space is proposed to the west of the site to address the reduction of space within the courtyard. Although the loss of soft landscaping is regrettable, the additional hard surface play area to the west of the site would have a minimal impact on the character and appearance of the area overall and is considered to be acceptable.

Overall, it is considered that the proposed extension and alterations are acceptable and would be in keeping with the character and appearance of the area. As such, the proposal is considered to comply with policies 7.4B and 7.6B of The London Plan (2011) core policy CS1 B of the Harrow Core Strategy (2012) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

## **Residential Amenity**

Policy 7.6 of The London Plan (2011) states that “Buildings and structures should not cause unacceptable harm to the amenity of the surrounding land and buildings,



particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate". Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) requires that: "*All development and change of use proposals must achieve a high standard of privacy and amenity of neighbouring occupiers*". "The assessment of the design and layout of proposals will have regard to: "the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers".

#### Amenity impacts in relation to scale, massing and siting

The northern elevation of the building would be located a minimum of 45 metres away from the rear elevations of the properties fronting Langton Road and approximately 51 metres to the closest properties to the east and west along Stafford Road and Chicheley Road. Furthermore, the extension would be no higher than the existing building and would be predominantly enclosed by the existing buildings. For these reasons, officers consider that the proposed extension would not give rise to any detrimental impacts on the residential amenities of the neighbouring occupiers in terms of loss of light, overshadowing, loss of privacy or overlooking.

Sunlight and overshadowing analysis has been undertaken which demonstrates the proposed new extension would not result in any loss of light or overshadowing to the existing classrooms as the existing windows that face the courtyard are all from circulation space. Although the sensory room within the courtyard would suffer minimal shading this impact would be marginal in terms of the school as a whole. Officers are satisfied with the conclusions of the sunlight and overshadowing analysis.

#### Increase in Intensity of Use

The National Planning Policy Framework places particular emphasis on meeting the need for school places. Within urban areas, the growth of school places will result in some additional impacts upon nearby residential properties. The NPPF nevertheless requires that particular weight be applied to the need to expand and alter schools. There would be a small increase in the amount of hard play space to the west of the school site. However, this area is relatively small and would not accommodate large numbers of children. Furthermore, officers consider that this area of play space would not have a materially greater impact than the other areas of play space to the north and east of the site. The existing western boundary is fairly well screened by mature vegetation which would also provide a buffer for adjacent residents. The small increase proposed is not anticipated to give rise to additional undue noise impact that would warrant refusal of the application. Accordingly, it is considered that whilst some increase in daytime noise may arise as a result of the development, the additional noise and disturbance is not considered to significantly undermine residential amenity and would not outweigh the strong emphasis given to expanding schools within national planning policy and the support within the Local Plan.

#### Construction Phasing

It is envisaged the development would be constructed in its entirety over one phase. It is inevitable that noise and disturbance would increase during the construction process; however the impacts would be temporary and can be mitigated to some extent. A detailed construction management strategy has been submitted with the application, including a detailed timetable for implementation. The document details working practices including managing and maintaining site access routes, delivery times and security procedures in order to help safeguard the residential amenity of neighbouring occupiers as much as possible. Officers consider that the management and mitigation

measures proposed would be sufficient to reduce the impacts on the amenities for neighbouring occupiers during the construction phase to acceptable levels.

In summary, the proposal would accord with policy 7.6B of The London plan (2011) and policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

### **Traffic and Parking**

The London Plan (2011) policies 6.3, 6.9, 6.10 and 6.13 seek to regulate parking in order to minimise additional car travel and encourage use of more sustainable means of travel. This is further emphasised by policy core policy CS 1 R of the Harrow Core strategy (2012). Policy DM 42 of the Harrow Development Management Local Plan outlines the council's parking standards and cycle parking standards.

It is not proposed to alter the existing parking area under the current proposal. The main issue of related traffic and congestion is principally caused by pick up and drop offs as is common with most schools.

At peak times, in the morning and afternoon, the existing school already results in short term, localised congestion, as parents and guardians drop off and pick up children from the school. This pattern, and the impact upon non school traffic, is repeated across the Borough, and across the Country. There is potential for and a likelihood that this disruption will increase, as the pupil numbers rise. The representation submitted, reports a concern over the transport impacts of the development. Outside of this time, service vehicles and visitors to and from the existing and the proposed school are unlikely to give rise to significant interference of traffic using the surrounding roads.

Given the local catchment of the school, the very limited scope to re-engineer surrounding roads to meet future demand, and the particular and individual patterns and circumstances of the parents and careers of pupils, the short term, localised impacts of these peaks are an inevitable and unavoidable disruption that has become part of London traffic character. There is little scope to re-engineer London's Road to deal with such peak hour use. They do not justify significant engineering of the local highway network; instead these adverse impacts are required to be weighed in the balance, alongside the significant policy support to enhance and improve schools, contained in the NPPF and Local Plan.

Policy DM 43 of the HDMP LP (2013) requires that proposals for major development should provide a transport assessment in order to quantify the impacts of the proposal upon public transport, the highway network, the cycle network and upon conditions for pedestrians. Although the proposal is not a major development, the application is supported by a Travel Assessment and Travel Plan to address the proposed expansion of pupils and staff over the next 3 years. The Transport Assessment (TA) in support of the application was undertaken by an independent travel consultant. The details and recommendations of the TA, including traffic surveys and assessments have been referred to the Council's Highways Authority to consider the potential impact of the development.

Kingsley High School is located in Wealdstone Ward. The area surrounding the school is predominantly residential, with the closest amenities at the western end of Long Elmes. Kingsley School is located in very close proximity to Cedars Manor School, which itself is bounded by Whittlesea Road. The site is only accessible from Whittlesea Road, though is bounded by Chicheley Road, Langton Road and Stafford Road.

Whittlesea Road operates a formal one-way system so vehicles are only able to approach from the east and depart westwards. The one-way restriction extends to Chicheley Road northbound to the junction with Langton Road, and on Stafford road southbound on the section between Langton Road and Whittlesea Road.

#### Transport impact and proposed mitigations

This school is a mixed SEN (Special Education Needs) high school for pupils aged 11-19. The proposal for the expansion will increase the number of pupils from approximately 62 to 104. Staff numbers will increase from 68 to 106, assuming a similar staff pupil ratio as present and representing the scenario with greatest potential impact, including non-teaching staff. Many of the pupils arrive and depart outside normal school start and finish times.

The Transport Impact Assessment (TIA) submitted in support of the application shows that no physical measures are proposed to accompany the expansion of the school. One of the key challenges identified relates to minimising the impact of the increased number of minibuses and the relatively constrained space for their arrival/waiting inside and outside the school grounds. The TA identifies that the arrival of buses will need to be carefully scheduled in order to minimise any waiting on Whittlesea Road (or others), whilst the buses are arranged at the internal pick up area. It will be the responsibility of Kingsley School and the Council to work together to develop an effective timetable to achieve this.

Given the low existing levels of through traffic and school related traffic, the Council's Highways Authority do not envisage that expanding the school will cause any significant effect on traffic conditions. The estimated increases in minibuses (to no more than 6 additional), staff vehicles (17 additional) and parent vehicles (4 additional) will be using the road network at different times, and will not contribute to any noticeable increase in traffic congestion.

A localised parking scheme was introduced to provide inset parking bays in Stafford Road in 2009 from the Council's Transport programme of works. The scheme was delivered following extensive discussions with the Housing Department to facilitate the construction of the inset parking bays on housing land. The bays were installed to reduce congestion in the area and to specifically facilitate access for local buses that picked up and dropped off children from the Special Needs School in the area.

There are no Controlled Parking Zone (CPZ) restrictions in the vicinity of the school, though there are "School keep clear" zig-zag markings outside the school, from the vehicle exit gate to the junction of Whittlesea Road and Chicheley Road (and extending further down Whittlesea Road to cover Cedars Children's Centre and Cedars Manor School). These prohibit stopping between 8.30am and 9.30am, and 3.00pm and 4.30pm, Monday to Friday.

Double Yellow Lines (DYL) are located at the junctions of Stafford Road and Whittlesea Road, Whittlesea Road and Chicheley Road, Chicheley Road and Langton Road, and Langton Road and Stafford Road. There is a Disabled Badge Holders Only bay with space for approximately 2 vehicles on Whittlesea Road.

Local representation has expressed the need for the introduction of controlled parking zones in the area; however, this would be subject to separate statutory consultation by

the highways authority and is therefore outside of the control of the local planning authority. Furthermore Officers consider that the existing parking restrictions are sufficient for the current and future usage of the school.

In respect of inconsiderate and unlawful parking near the school parking enforcement can only be taken against contravention of properly-introduced restrictions such as “school keep clear” zig-zags, single and double yellow line restrictions, etc. and it should be borne in mind that waiting restrictions include a standard exception for stopping to set-down or pick-up passengers and an offence would therefore only be committed if the vehicle stopped for a period, for example while a child is taken into the school.

Therefore the Council’s current enforcement practices for schools will need to be reviewed to ensure that there is a sufficiently frequent enforcement presence either in the form of mobile CCTV vehicles or parking attendants to act as a deterrent. The highways authority have identified from experience that the presence of Civil Enforcement Officers (CEOs) is more likely to change the behaviour of drivers. They consider that use of mopeds and is the most effective way of responding to enforcement requests rather than using bicycles as suggested in the TA. Enforcement procedures and practices are outside of the control of the local planning authority and therefore officers consider that it would not be possible to impose any conditions on this matter.

### School Travel Plans

The application supporting documents place a strong emphasis on the School Travel Plan and associated walking and cycling measures that deliver health benefits and a reduction in air pollution.

The school Travel Plan submitted in support of the application identifies a range of measures which focus on achieving a mode shift away from the private car. However, it is recognised that the development of school travel plans in SEN schools will be more challenging compared to a conventional school. Officers consider that the Travel Plan forms a sound basis for the development of a continuing partnership between the Council and with the school, parents and children in developing infrastructure schemes that will encourage walking and /or cycling.

The Travel Plan shows that 95% of children are coming to school by bus with the other 5 % travelling by car. It shows that there has been a reduction in car travel from 9% since the last survey was undertaken in 2011. Other possible mitigation measures identified in the Travel Plan include cycle training for pupils that are able to cycle and promotion of a car sharing scheme by the school.

However, it is also recognised that the aim of increasing sustainable travel requires a culture change to influence attitudes and change behavior. Transport for London operates an accreditation scheme known as STARS (Sustainable Travel Accredited And Recognised) which provides a robust framework for achieving sustainable transport targets and for increasing effectiveness year on year. Kingsley School’s current STP is not accredited by the STARS scheme.

Any travel plan should be kept up to date and needs to be reviewed annually. Equally, over time, measures to manage demand should be explored. Accordingly, in the interests of promoting more sustainable modes of travel a condition is recommended for ongoing monitoring of the school travel plan in order to ensure on going targets and improvements within the Travel Plan accreditation scheme are being met over the course

of the school expansion.

### Cycle Parking

In terms of bicycle parking, London Plan (2011) standards requires the provision of one space per 10 staff or pupils. Cycle and scooter parking places can be monitored through the schools travel plan and additional spaces provided should demand dictate. Currently the school has 8 cycle parking spaces. It is recognised that a large number of children are not able to cycle. The number of cycle parking spaces is broadly in line with London plan (2011) standards for the numbers of staff and on balance officers consider that this level of provision is acceptable in this case.

### Proposed Construction Activities and mitigation

It is expected that, as a worst case scenario not more than 10 trucks per day will access the site during the peak construction period making use of the dedicated entrance and exit gates on Whittlesea Road. The Highways Authority considers that the relatively small numbers expected will have a negligible impact on the local road network.

In order to mitigate the impact of construction vehicle movements a condition is recommended so that they are restricted during morning and evening peak hours. Subject to this condition and coupled with the relatively small numbers expected, construction traffic would have negligible impact in the local road network and officers consider the application would be acceptable in this regard.

Measures to manage internal traffic have been identified in the construction phasing and management plan in order to avoid any congestion within the school site which is considered to be acceptable. An informative is also recommended reminding the applicant of Harrow Council's Considerate Contractors Scheme.

Overall the proposed mitigations for the expansion of Kingsgely School accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. There are no transport related reasons to refuse the Planning Application for the expansion of the school.

In view of the above, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified. Overall the proposed expansion of Kingsley School and the proposed mitigations in conjunction with existing Council initiatives accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. That mitigation is likely to reduce the current impact of traffic experienced by residents close to the school.

The transport impacts accordingly need to be weighed against the contribution that the proposals will make towards meeting forecast educational need. Subject to ongoing monitoring of the travel plan which can be secured by a condition, for the reasons outlined above the transport impacts of the proposal are considered to be acceptable, having regard to the aims and objectives of policy 6.3 of The London Plan, core policy CS 1 R of the Harrow Core Strategy, and policies DM 42 and 43 of the Harrow Development Management Policies Local Plan (2013).

### **Sustainability**

London Plan policy 5.2 'Minimising Carbon Dioxide Emissions' defines the established hierarchy for assessing the sustainability aspects of new development. This policy sets

out the 'lean, clean, green' approach, which is expanded in London Plan policies 5.3 to 5.11. Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to "*utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials*"..."*Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity*".

Harrow Council's Supplementary Planning Document on sustainable Building Design (adopted May 2009) seeks to address climate change through minimising emissions of carbon dioxide.

The application is accompanied by a detailed sustainability statement which demonstrates that the proposed development has been designed with long term sustainability in mind. The layout and proportion of teaching spaces has been driven by natural ventilation and day lighting requirements and the windows include an allowance for purge venting. The fabric of the building is intended to achieve low U values. In this case potential for overheating due to solar gain is significantly reduced due to the northern aspect of the classrooms. For these reasons, officers therefore consider that the proposal is in accordance with policy 5.3, core policy CS1 T, policy DM 12 of the Harrow Development Management Policies Local Plan and the Council's adopted SPD Sustainable Building Design.

Policy 5.11 of the London Plan (2011) seeks to ensure development proposals provide site planting and increase biodiversity, for sustainable urban drainage and improve the character and appearance of the area. It is acknowledged that the restrictions on the available space at the site limit opportunities for increasing green space. The application has been referred to the Council's Landscape Architect who has recommended that additional hard and soft landscaping details are sought to off-set the impact of increased hard play space. Accordingly a condition is recommended for further to be submitted and approved by the local planning authority. Subject to this condition, it is considered that the proposal will result in enhancement and diversification of the site and will make a positive contribution to the character of the area in accordance with policy 5.11.

### **Accessibility**

The London Plan (2011) requires all new development in London to achieve the highest standards of accessibility and inclusive design as outlined under policy 7.2. Policy DM 2 of the Harrow Development Management Policies Local Plan (2013) seeks to ensure that buildings and public spaces are readily accessible to all.

The proposed extension will be fully wheelchair accessible and the first floor of the extension can be accessed via an existing lift. Disabled WCs will be provided on both floors of the extension. These measures are considered to be satisfactory and would meet the requirements of policy 7.2 of the London Plan (2011) and policy DM 2 of the Harrow DMPLP (2013).

### **Trees and Landscaping**

Policy 7.21B of The London Plan (2011) states that "Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species".

Policy DM 22 of the Development Management Policies Local Plan states that: *“Proposals for works to trees in conservation areas and those the subject of tree preservation orders will be permitted where the works do not risk compromising the amenity value or survival of the tree.”*

None of the trees on the site are protected by a tree preservation order but nevertheless they make a positive contribution to the amenity value of the adjacent area as well as providing wildlife habitats and a good screen for adjoining residential properties. The existing tree cover is largely confined to the edges of the site and is generally well maintained.

The application is accompanied by an Arboricultural Impact Assessment which concludes that overall there will be minimal impact. The proposed new building would be outside the constraints of retained trees. However, the proposed new play area to the west of the main school building would be within the root protection area of a number of trees. As such, a no dig surface is recommended for this area so as not to harm any tree roots. Subject to this, and the implementation of the protection measures identified during construction, the report concludes that it will be possible to retain all the trees on the site and on the neighbouring sites. The application has been referred to the Council's Arboricultural Officer who is satisfied with the conclusions of the report, subject to a condition that the recommendations within the report are adhered to through the construction process including the method statement and proposed tree protection plan. Accordingly, a condition is recommended in respect of this.

Subject to a condition, officers consider that the ecological and aesthetic value of the area would not be harmed and the development would thereby comply with policies 7.21 and 7.19 of The London plan (2011) and policy DM 22 of the Harrow Development Management Policies Local Plan (2013).

### **Flood Risk and Drainage**

The NPPF (2012) outlines the need to manage flood risk from all sources (paragraph 100). Policies 5.13, 5.12 and 5.14 of The London Plan seek to address surface water management and a reduction in flood risk. Policy 5.13 of the London Plan requires that proposals should achieve greenfield run off rates and ensure that surface water is managed as close to its source as possible in accordance with the sustainable urban drainage (SUDS) hierarchy. Similarly, policy DM 10 of the Harrow Development Management Policies Local Plan (2013) requires that *“proposals for new development will be required to make provision for the installation and management of measures for the efficient use of mains water and for the control and reduction of surface water run off. Substantial weight will be afforded to the achievement of greenfield run off rates”*.

Kingsley High School lies in flood zone 1 and therefore has a low risk of fluvial flooding. As such, there are no restrictions in planning policy for constructing an extension on the site, subject to surface water management controls.

Surface water attenuation tanks are proposed below ground within the building footprint. The proposed details of surface water attenuation and arrangements for foul water have been referred to the Council's Drainage Engineers who are satisfied with the principles of the proposals, subject to further details being provided by condition. Accordingly it is recommended that conditions are attached in relation to the specific details of surface water drainage and attenuation. At the time of preparation of the report officers are still awaiting further information on the specific drainage proposals. Consideration of this

information, including any subsequent recommended conditions and further comments from the council's Drainage Officer, will follow on the committee addendum.

Subject to the above, the development is considered to fulfil the objectives of the NPPF concerning managed impacts upon flood risk and would satisfy London Plan (2011) policies 5.12, 5.13 and 5.14, policy CS1 U of the Harrow Core Strategy and policy DM 10 of The Harrow Development Management Policies Local Plan (2013).

### **S17 Crime & Disorder Act**

Policy 7.3 of The London Plan (2011) and core policy CS1 E of the Harrow Core Strategy 2012 seek to ensure that developments should address security issues and provide safe and secure environments. The proposed site is within a residential area and is enclosed on all sides by residential properties. As such, the school receives very good levels of natural surveillance. The main front entrance from Whittlesea Road is secured by a locked gate. The school gates are locked during the day and there is an audio access control linked to the main school office. All ground floor windows and other accessible windows and doors will meet PAS 24:2012 as required for Secure by Design accreditation. Given, the size of the proposed extension and alterations proposed, the measures identified are considered to be satisfactory to achieved enhanced security at the site.

### **Consultation Responses**

- The proposal will result in unacceptable traffic congestion and more buses will only add to the existing high levels. The Council should introduce resident parking permits to address this – This is addressed in section 4 of the above appraisal.

Against the background of growing demand, and the limited number of available sites to meet such demand, the proposals are, for the above reasons, considered to strike an acceptable balance between competing policy objectives and are acceptable. The concerns and adverse impacts identified above can, officers consider, be satisfactorily mitigated by the use of planning conditions. The design and impact of the new school buildings on the character and appearance of the locality, and upon the amenities of surrounding homes is considered acceptable. The technical evidence submitted in support of the application, also leads officers from the Councils Highways Authority to conclude that the proposal would not give rise to unacceptable adverse impacts on the surrounding highway network, subject to additional monitoring conditions in relation to the school travel plan.

As such, the objections from residents are acknowledged but nevertheless the proposals are considered to satisfy the policy objectives of the National Planning Policy Framework (2012), The London Plan (2011), the Harrow Core Strategy (2012), the Harrow Development Management Policies Local Plan (2013) such that permission can, officers consider, be recommended.

### **Equalities and Human Rights**

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

In determining this planning application the Council has regard to its equalities obligations under section 149 of the Equalities Act 2010. For the purposes of this report there are no adverse equalities issues arising from this proposal. However, it is noted that equality impact assessments play an important role in the formulation of planning policies;



however their use in respect of this specific application is very much the exception rather than the norm. Taking proper account of the guidance contained in the London Plan Supplementary Guidance on Planning for Equality and Diversity in London (and in particular paragraph 2.6) the Council considers that there is no requirement for a Race Equalities Impact Assessment.

## **CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for grant.

## **CONDITIONS**

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

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

2 The materials to be used in the external surfaces of the development hereby permitted shall match those used in the adjacent walls of the existing building.

REASON: To safeguard the character and appearance of the locality in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

3 Save where varied by the other planning conditions comprising this planning permission, the development hereby permitted shall be carried out in accordance with the approved plans: Design and Access Statement; Construction Method, phasing plan and Logistics Statement for Kingsley SEN High School; Statement of Community Involvement (February 2014); Transport Statement (February 2014); Energy Strategy Proposal – Report No. P3148H (February 2014); Kingsley High School Travel Plan 2014; A02; AE(0-)A01; A03; A04; A10; AG(0-)A01; AG(0-) A02; AG(0-)A03; A04; AG(0-)A31; AG(0-)A32; AG90-) A61; AG(9-)A01; Arboricultural Impact Assessment by A.T. Coombes Associates

REASON: For the avoidance of doubt and in the interests of proper planning.

4 The development hereby permitted, shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment at Kingsley High School, Harrow by A.T Coombes Associates. This will include that arboricultural supervision is undertaken throughout the project and the development is carried out in accordance with the Method Statement and Tree Protection Plan. The tree protection measures shall be erected before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

REASON: The existing trees represent an important amenity feature which the local planning authority considers should be protected, and as required by policy DM 22 of the Harrow Development Management Policies Local Plan (2013).

4 Notwithstanding the details on the approved plans, the development hereby permitted shall not be occupied until details of hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority. Soft landscape works shall

include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM 1, DM 22 and DM 23 of the Harrow Development Management Policies Local Plan (2013).

5 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM 1 and DM 22 of the Harrow Development Management Policies Local Plan (2013).

6 Notwithstanding the details shown on the approved plans, a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to, and approved in writing by, the local planning authority prior to its construction on site. The boundary treatment shall be completed before the development is occupied. The boundary treatment shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the character and appearance of the locality, in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

7 The development of any buildings hereby permitted shall not be commenced until details of works for the disposal of surface water and surface water storage and attenuation works have been submitted to and approved in writing by, the local planning authority. The works shall be implemented in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided, reduce and mitigate the effects of flood risk in accordance with the National Planning Policy Framework (2012) and Policy DM 10 of the Harrow Development Management Policies Local Plan (2013) and to ensure that the necessary construction and design criteria for the development proposals follow approved conditions according to NPPF (2012).

8 The development hereby permitted shall not be occupied until works for the disposal of sewage have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with Policy DM 10 of the Harrow Development Management Policies Local Plan (2013) and the necessary construction and design criteria for the development proposals follow approved conditions according to Sewers for Adoption.

9 The Kingsely High School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the extension hereby approved. Thereafter a Travel Plan review shall be undertaken and a revised Travel Plan shall be submitted to and approved in writing by the Local Planning Authority annually and not later than 31<sup>st</sup> August for each year of the expansion. The mitigation measures identified in the Travel Plan shall be implemented for the duration of the development.

REASON: To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

10 The details of the Construction Method and Logistics Statement hereby approved shall be adhered to throughout the construction period and construction vehicles shall not access the site during peak morning (08:30-09:30) or afternoon times (15:00-16:00).

REASON: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the adjoining properties, in accordance with policies 7.4 and 7.6 of The London Plan 2011 polices DM 1 and DM 42 of the Harrow Development Management Policies Local Plan (2013).

## **INFORMATIVES**

1 The following policies are relevant to this decision:

### **National Planning Policy:**

National Planning Policy Framework (2012)

### **The London Plan (2011):**

- 3.16 – Protection and Enhancement of Social Infrastructure
- 3.18 – Education Facilities
- 5.2 – Minimising carbon dioxide emissions
- 5.3 – Sustainable design and construction
- 5.10 – Urban Greening
- 5.11 – Green roofs and development site environs
- 5.13 – Sustainable Drainage
- 6.3 – Assessing effects of development on transport capacity
- 6.9 – Cycling
- 6.10 – Walking
- 6.13 – Parking
- 7.1 – Building London’s neighbourhoods and communities
- 7.2 – An inclusive environment
- 7.3 – Designing out crime
- 7.4 – Local character
- 7.5 - Public Realm
- 7.6 – Architecture
- 7.21 – Trees and Woodlands

### **Harrow Core Strategy (2012)**

CS1: Overarching Principles

### **Harrow Development Management Policies Local Plan (2013):**

- Policy DM 1 – Achieving a High Standard of Development
- Policy DM 2 – Achieving Lifetime Neighbourhoods
- Policy DM 10 – On Site Water Management and Surface Water Attenuation
- Policy DM 12 – Sustainable Design and Layout
- Policy DM 22 – Trees and Landscaping
- Policy DM 42 – Parking Standards
- Policy DM 43 – Transport Assessments and Travel Plans
- Policy DM 44 - Servicing
- Policy DM 46 – New Community Sport and Educational Facilities

### **Other Relevant Guidance:**

Harrow Surface Water Management Plan (2012)  
London Borough of Harrow Open Space Study PPG17  
Supplementary Planning Document Sustainable Building Design (2009)  
Supplementary Planning Document: Access for All (2006)

### **2 CONSIDERATE CONTRACTOR CODE OF PRACTICE**

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

### **3 PARTY WALL ACT:**

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
  2. building on the boundary with a neighbouring property;
  3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB  
Please quote **Product code:** 02 BR 00862 when ordering  
Also available for download from the CLG website:

Tel: 0870 1226 236      Fax: 0870 1226 237  
Textphone: 0870 1207 405  
E-mail: [communities@twoten.com](mailto:communities@twoten.com)

### **4 COMPLIANCE WITH PLANNING CONDITIONS**

**IMPORTANT:** Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

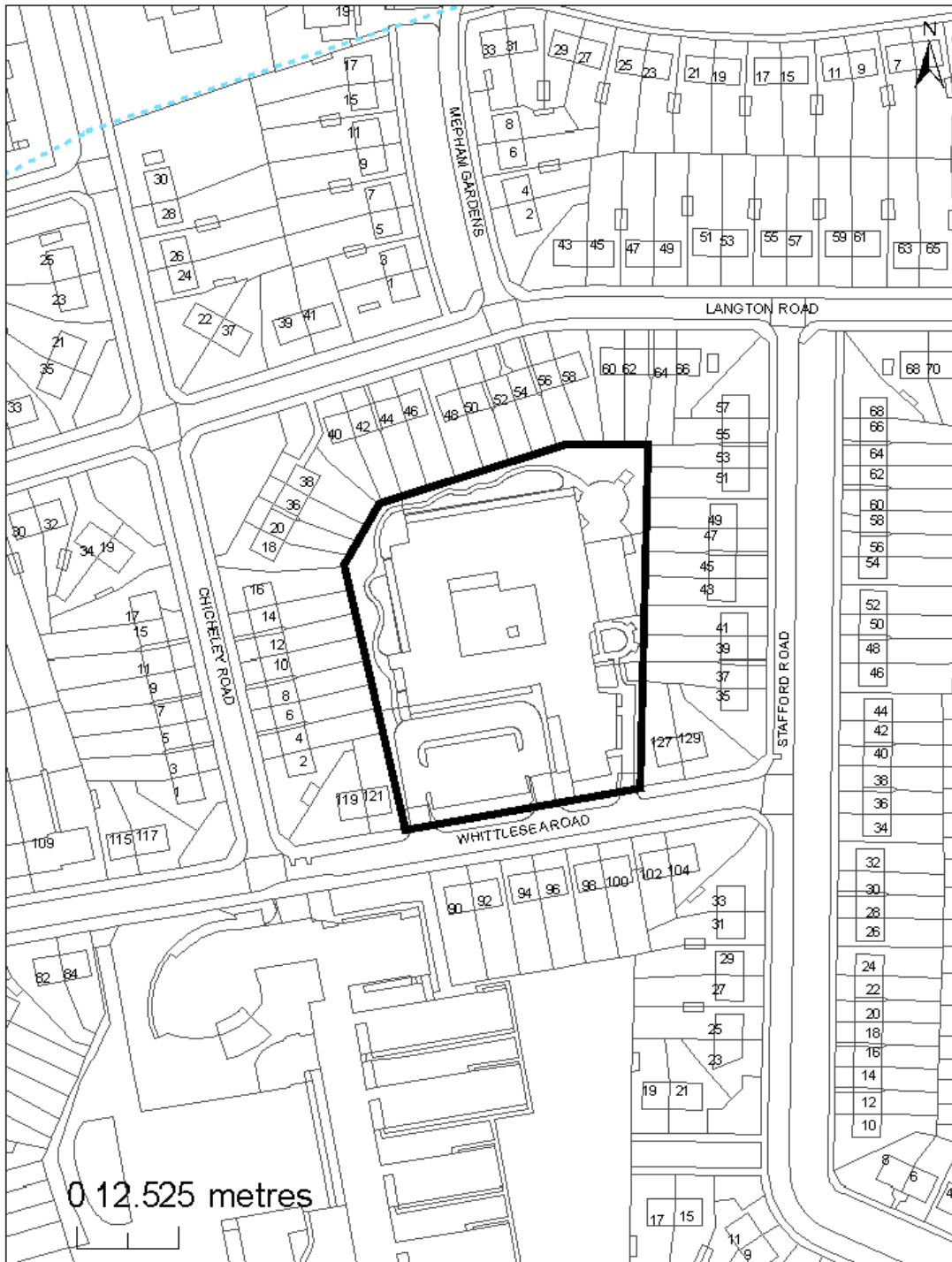
### **5 DUTY TO BE POSITIVE AND PROACTIVE**

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

Plan Nos: Design and Access Statement; Construction Method, phasing plan and Logistics Statement for Kingsley SEN High School; Statement of Community Involvement (February 2014); Transport Statement (February 2014); Energy Strategy Proposal – Report No. P3148H (February 2014); Kingsley High School Travel Plan 2014; A02; AE(0-)A01; A03; A04; A10; AG(0-)A01; AG(0-) A02; AG(0-)A03; A04; AG(0-)A31; AG(0-)A32; AG90-) A61; AG(9-)A01; Arboricultural Impact Assessment by A.T. Coombes Associates

# KINGSLEY HIGH SCHOOL, WHITTLESEA ROAD, HARROW



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Item Ref: 2/03

Address: PINNER WOOD SCHOOL, LATIMER GARDENS, PINNER

Reference: P/0806/14

Description: FIRST FLOOR EXTENSION TO PROVIDE NEW CLASSROOM; NEW ENTRANCE WITH CANOPY; NEW PEDESTRIAN ACCESS; ENLARGEMENT OF EXISTING CAR PARK AND ALTERATION TO PARKING LAYOUT INCLUDING RESURFACING; ASSOCIATED BOUNDARY TREATMENT, SIGNAGE AND REFUSE ENCLOSURE; EXTERNAL ALTERATIONS TO FENESTRATION; HARD AND SOFT LANDSCAPE WORKS (IN ASSOCIATION WITH EXPANSION OF EXISTING 2 FORM ENTRY PRIMARY SCHOOL TO A 3 FORM ENTRY PRIMARY SCHOOL)

Ward: PINNER

Applicant: HARROW COUNCIL

Agent: LOM

Case Officer: NICOLA RANKIN

Expiry Date: 25<sup>th</sup> April 2014

## **RECOMMENDATION**

Under Regulation 3 of the Town and Country Planning General Regulations 1992, **GRANT** planning permission for the development described in the application and submitted plans subject to conditions:

Regulation 3 applications are applications for planning permission by an interested planning authority to develop any land of that authority. In this instance, the applicant is the London Borough of Harrow and the land at Pinner Wood School, Latimer Gardens, Pinner, HA5 3RA

## **INFORMATION**

### **Legal Comments**

Regulation 3 of the Town and Country Planning General Regulations 1992 [Statutory Instrument 1992/1492] provides [in relevant part] that applications for planning permission by an interested planning authority to develop any land of that authority shall be determined by the authority concerned, unless the application is called in by the Secretary of State under Section 77 of the Town and Country Planning Act 1990 for determination by him.

The application is made by LB Harrow who intends to carry out the development on the land at Pinner Wood School, Latimer Gardens, Pinner, HA5 3RA.

The grant of planning permission for this development falling within Regulation 3 shall ensure only for the benefit of LB Harrow.

**Statutory Return Type:** Minor Development

**Council Interest:** The Council is the landowner.

**Gross Floorspace:** 14sqm

**Net additional Floorspace:** n/a

**GLA Community Infrastructure Levy (CIL) Contribution (provisional):** The Mayor of London Charging Schedule (February 2012) outlines that CIL will not be payable where "Development is used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education".

**Harrow Community Infrastructure Levy (CIL) Contribution (provisional):** This does not apply to educational uses.

## **BACKGROUND**

### **The Harrow School Expansion Programme**

Harrow Council has a statutory responsibility to provide sufficient school places for its area. Like most London Boroughs, Harrow is experiencing a significant increase in demand for school places. The increasing demand is primarily birth rate driven but is complicated by other factors such as migration, household occupancy, size of families, etc. The main pressure on school places is currently in the primary sector, though pressure is also being experienced in the special educational needs sector and will be experienced in the secondary sector when the additional pupil numbers progress through to the high schools.

Harrow Cabinet agreed its school place planning strategy in February 2010 to meet the increasing demand for school places. Harrow is a congested urban borough and there is very limited effective scope to build new schools. In July 2011, Cabinet agreed on a Primary School Expansion Programme as part of the School Place Planning Strategy. The strategy aims to secure sufficient primary school places through the creation of additional permanent places, supplemented by the opening of temporary additional classes as required to meet the peak and variations in demand.

Harrow has been opening additional temporary reception classes since 2009, with an increasing trend in the number of places opened. Phase 1 of the primary school expansion programme was implemented in September 2013 with 8 schools in the borough permanently increasing their reception intakes and 9 temporary additional reception classes were also opened. Statutory proposals for phase 2 of the Primary School Expansion for up to 15 schools that would permanently expand in September 2014 or September 2015 are being considered for approval to implement by Harrow Cabinet in March and April 2014. A third phase of primary school expansions is expected to be needed to meet demand from 2016 onwards.

Planning for primary school places is done on a planning area basis. Pinner Wood Primary School is in the Central Primary Planning Area. The projections for this planning area indicate increased demand above the 480 permanent reception places



available in September 2013 requiring at least a further three schools to be permanently expanded by a form of entry. Pinner Wood Primary school is proposed for permanent expansion with effect from September 2014.

### **Site Description**

- The application relates to Pinner Wood Primary school located to the north and west of Latimer Gardens and to the east of Pinner Hill Road.
- The existing school is predominantly two storeys in height with a flat roof. The buildings are arranged in a rectangular block with an internal courtyard space.
- The external surfaces of the building are comprised of brick.
- The main school building is surrounded by hard surfaced play ground with a school playing field located on the northern side of the site which is allocated as Designated Open Space as identified in the Harrow Core Strategy (2012) and the Harrow Local Area Map (2013).
- There are two vehicle access points. The main vehicle access point is from Latimer Gardens to the east. The main pedestrian access point is also from Latimer Gardens to the south.
- The Pinner Wood Park Conservation Area abuts the southern and eastern boundaries of the site.

### **Proposal Details**

- The application proposes a first floor extension to provide a new classroom; a new entrance with canopy; a new pedestrian access; enlargement of existing car park and alteration to parking layout including resurfacing; associated boundary treatment, signage and refuse enclosure; external alterations to fenestration; hard and soft landscape works (in association with the expansion of the existing 2 form entry primary school to a 3 form entry primary school).
- The proposed first floor infill extension would be located on the western side of the existing building. It would have a width of 7.3 metres and a depth of 8.6 metres and would provide an additional classroom. The extension would have a height of 4.5 metres with a flat roof which would align with the flat roof of the existing two storey building.
- Six existing windows located on the southern and western elevations would be replaced with larger windows. A new window would be inserted at first floor level on the west elevation adjacent to the proposed first floor extension.
- Two existing windows on the west elevation would be removed and replaced with doors with associated steps and railings.
- The existing car park on the southern side of the site would be, resurfaced, reconfigured and enlarged to provide 8 additional parking spaces including the provision of an accessible space adjacent to the main entrance.
- The existing 1.7 metre high gate and brick wall to the main front entrance would be replaced with a new gate to a height of 1.5 metres and brick piers to a height of 1.7 metres. The existing 1.7 metre high chain link fence which separates the Children's centre entrance from the school entrance would be replaced with a 1.7 metre high brick wall. A further 1.6 metre high security fence would be constructed to separate the school entrance from the car park.
- The existing 1.4 metre chain metal fence adjacent to Latimer Gardens to the south would be replaced with a 1.6 metre high green PVC coated metal fence to match the existing.
- The proposed canopy would be sited adjacent to the main front entrance. It would have a depth of 10.7 metres and a height of 2.5 metres. It would be comprised of

steel columns with a flat roof steel channel fascia canopy.

- The pedestrian route to the main front entrance would be resurfaced with concrete pavers.
- A refuse enclosure is proposed in the North West corner of the car park.
- New school signage would be installed on the gate and proposed chain mesh fence.
- The proposed extensions and other alterations are in association with the expansion of the school from a 2 Form Entry (420 pupils with a nursery – 26 morning/26 afternoon) to a 3 Form Entry (630 pupils with no increase in the nursery size). The proposed increase in numbers of pupils and staff will be incremental and will gradually increase over the next 7 years.

### **Relevant History**

P/2723/07 - EXTERNAL ALTERATIONS AND SINGLE STOREY EXTENSION TO SOUTHERN ELEVATION; NEW VEHICULAR ACCESS ONTO LATIMER GARDENS AND GATES, HARDSTANDING AND PROVISION OF 3 PARKING SPACES

Granted 26-Sep-2007

P/3636/13 - SINGLE STOREY EXTENSION TO EXISTING KITCHEN AREA WITH CONDENSER UNIT, EXTRACT DUCT AND ROOF WALKWAY RAILINGS ON ROOF; NEW CLOSE BOARDED TIMBER FENCING ENCLOSURE FOR REFUSE; CREATION OF ACCESS STEP/RAMP WITH RAILINGS AND EXTERNAL ALTERATIONS

Granted 7<sup>th</sup> April 2013

### **Pre-Application Discussion**

- N/A

### **Applicant Submission Documents**

√ Design and Access Statement (summary)

- The school was previously 3 Form Entry, incorporating year 7, so there is a capacity within the existing school building for additional numbers.
- The following objectives and requirements were identified for the proposal:
  - Improve safety and security in relation to pedestrian and vehicle access and movement.
  - Support further extended schools programmes through better organisation and security arrangements.
  - Cluster year groups.
- The location of the new build above the existing ICT room afforded the most benefits including:
  - Minimal disruption to, and improvement of the current internal reconfiguration of the school
  - Connection into existing circulation of the school
  - No loss of external hard and soft play space
  - Minimal risk and disruption to pupils
  - The additional teaching space brings the provision broadly in line with BB99 guidance.
- An extra form of entry at the school results in an extra two teaching staff for each new class in each year group. This equates to a requirement for 14 additional spaces. 13 additional parking spaces are proposed and the rationalised parking proposed would ease the congestion on the street.
- The proposals at Pinner Wood minimise the impact on the local area, given the

building works and located to the rear of the site with no increase in building footprint. The extension will be brick clad to closely match the existing building.

- The extension is being designed with sustainability as a key consideration. The layout and proportion of teaching spaces has been driven by natural ventilation and daylight requirements. The fabric of the building is intended to achieve low U values.
- The secondary vehicle access point overlaps with the main pedestrian route creating a substantial risk to pupils. The intention of the proposal removes this risk and clearly defines a separate pedestrian and vehicle route.
- The building will have minimal impact on the conservation area as it is set back 25 metres from the conservation area boundary. The proposed new fencing along Latimer Gardens will enhance the appearance of the streetscape. Where possible the trees to the car park boundary will be retained.

∨ Travel Plan

∨ Transport Assessment

∨ Statement of Community Involvement (summary)

- Harrow Council have consulted on the Primary School Expansion Programme and held consultation evenings at the schools about the increase in pupil numbers for the schools on 2<sup>nd</sup> October 2013.

- The proposals were considered by Harrow Council cabinet at a meeting on the 21<sup>st</sup> November 2013.

- A community consultation evening was held to consult on proposals on the 29<sup>th</sup> January 2014. This was run as a drop in session and the local community were invited to examine plans and discuss proposals with representatives of the school, Council, Framework contractor (Keepmoat) and Architect (LOM). Residents were invited to comment on the scheme and record comments on sheets or by email.

∨ Drainage Report

∨ Sustainability Statement

### **Consultations:**

**Highways Authority:** Overall the proposed expansion of Pinner Wood School and the proposed mitigations in conjunction with existing Council initiatives accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. That mitigation is likely to reduce the current impact of traffic experienced by residents close to the school. There are no transport related reasons for refusing the Planning Application for the expansion of the school.

**Conservation Officer:** No objections

**Drainage Authority:** No objections, subject to conditions.

**Environmental Health:** No comments received

**Arboricultural Officer:** Awaiting comments

**Secure By Design Officer:** Awaiting comments

### **Advertisement**

Press Advert: Character and Appearance of Conservation Area: 03.04.2014

## Notifications

Sent: 71

Replies: 2

Expiry: 04.04.2014

## Addresses Consulted

- 2 - 58 Latimer Close
- 2, 4, 6, 8, 10 12, 14, 18 Albury Drive
- 120 – 140 Pinner Hill Road (evens)
- 83 –141 Pinner Hill Road (odds)
- 2 Wakehams Hill

## Summary of Responses

- There is a grave problem with parking and congestion and damage to the road, greenery and verges at present.
- There is severe congestion and pollution due to traffic from parents dropping off and picking up their children in Latimer Gardens.
- At present my residents struggle to find parking spaces regularly due to visitors to the school and parent drop off and pick ups.
- The Transport Assessment and School Travel Plan submitted with the application make various suggestions as to how traffic congestion can be improved. Local residents need some commitment and assurance that these measures will be implemented as soon as practically possible to improve the current situation before expansion continues.
- Making Latimer Gardens one way fro the entire length will improve traffic flows and reduce issues with the bottleneck created on the two way part of the street where parents are coming and going and parking inconsiderately, so regularly causing grid lock and clocking safe pedestrian routes to the school.
- The pedestrian crossings on Latimer Gardens should be formalised to improve safety. High curbs and bollards could be introduced to prevent inconsiderate parents from parking across them.
- Regular enforcement should be established based on priorities for safety and responsibility to the school and community and not revenue stream for Harrow.
- Car sharing should be encouraged.
- The objectives, targets and action plan of the school travel plan are admirable but I am sceptical about whether they can be achieved. There should be a commitment from Harrow to support these targets, maintaining them and continuing to seek a reduction in the use of cars for journeys to and from the school.

## APPRAISAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

*'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'*

The Government has issued the National Planning Policy Framework [NPPF] which consolidates national planning policy and is a material consideration in the determination of this application.

In this instance, the Development Plan comprises The London Plan 2011 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

## **MAIN CONSIDERATIONS**

Principle of Development

Impact on Character and Appearance of the Area and Conservation Area

Residential Amenity

Traffic and Parking

Sustainability

Accessibility

Trees and Landscaping

Flood Risk and Drainage

S17 Crime & Disorder Act

Consultation Responses

Equalities and Human Rights

### **Principle of Development**

The National Planning Policy Framework outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. It emphasises that paragraphs 18 to 219 of the NPPF should be taken as a whole in defining what amounts to sustainable development. Economic, social and environmental considerations form the three dimensions of sustainable development. With regard to the social role of the planning system, this is in supporting strong, vibrant and healthy communities by creating a high quality built environment that reflect the community needs and support its health, social and cultural well being. In order to achieve sustainable development, economic, social and environmental gains should be sought jointly.

The National Planning Policy Framework (2012) outlines at paragraph 72 that: “The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. Local Planning authorities should give great weight to the need to create, expand or alter schools”.

Core policy CS1 of the Harrow Core Strategy (2012) states that: “The development or expansion of physical or social infrastructure will be permitted where it is needed to serve existing and proposed development, or required to meet projected future requirements.” Policy 3.18 of The London Plan (2011) seeks to ensure inter alia that development proposals which enhance education and skills provision are supported.

Policy DM 46 of the Harrow Development Management Policies Local Plan supports proposals for the provision of new education facilities provided that they are (a) located in the community which they are intended to serve; (b) subject to them being located in an area of good public transport accessibility and would not result in any adverse impacts on residential amenity or highway safety.

The educational use of this site is long established. Against the backdrop of existing

provision, the proposed development will result in an improvement in the quality of the physical facilities on the site. The development will be constructed for educational use and it is considered to be fit for its purpose (from a planning perspective). Furthermore, Harrow has a clear, demonstrable need to create more primary school places to meet a growing demand for educational space identified in the development plan.

### **Impact on Character and Appearance of the Area and Conservation Area**

The National Planning Policy Framework emphasises that in the pursuit of sustainable development, proposals which would replace poor design with better design and would provide positive improvements in the quality of the built environment should be encouraged (Paragraph 9).

The London Plan (2011) policies 7.4B and 7.6B set out the design principles that all boroughs should seek to ensure for all development proposals. The London Plan (2011) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. The London Plan (2011) policy 7.6B states, inter alia, that all development proposals should; be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion composition, scale and orientation.

Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) reinforces the principles set out under The London Plan (2011) policies 7.4B and 7.6B and seeks a high standard of design and layout in all development proposals. It goes on to state, amongst other things, that developments should contribute to the creation of a positive identity through the quality of building layout and design, should be designed to complement their surrounding, and should have a satisfactory relationship with adjoining buildings and spaces.

#### Design, layout and scale

Officers consider that the proposed first floor extension would have an acceptable appearance in relation to the character and appearance of the existing school. The design and scale of the extension would be modest and the height would match that of the surrounding school buildings. The proposed extension is proposed to be finished in materials to match the existing school. A condition is therefore recommended in respect of this to ensure the extension would harmonise with the appearance of the existing school building. The proposed alterations to the fenestration on the southern and western elevations would be acceptable and the design and finish would satisfactorily harmonise with the fenestration detail of the existing school building.

The proposed canopy over the main front entrance would be an open sided lightweight structure. It would be set back from Latimer Gardens by approximately 13 metres and would be partially buffered by an existing single and two storey projection on the eastern elevation.

The proposed new entrance gate with associated brick piers and alterations to the boundary treatment would have a minimal impact on the character and appearance of the area. The proposed replacement boundary fence fronting Latimer Gardens would closely match the existing fence in terms of design, appearance and overall height and as such is considered to be acceptable. A new more clearly defined pathway is

proposed to the main front entrance in order to provide separation between vehicles in the car park and pedestrians. The entrance pathway would be defined by the provision of 1.6 metre high security fence and 1.7 metre high brick wall to match the height of the adjacent boundary treatment along Latimer Gardens. Whilst details of the 1.6 metre high security fence have not been provided, details of this can be secured by condition prior to implementation on site.

The other proposed external alterations including re-surfacing of the car park and front entrance pathway would have a minimal impact on the character and appearance of the area and are considered to be acceptable. A refuse enclosure is proposed in the north west corner of the car park and would be an appropriate location. It is recommended that a condition is attached to ensure that the details of the refuse enclosure are submitted to the local planning authority before it is constructed on site in order to ensure an acceptable appearance.

Policy DM 7 of the Harrow Development Management Policies Local Plan (2013) requires that regard is had to proposals that secure the preservation, conservation or enhancement of a heritage asset and its setting.

The proposed first floor extension would be flush with the existing western building elevation and would not be visible from the Pinnerwood Park Estate Conservation Area from south or east. The existing screening to the car park would be retained as part of the proposals and would therefore continue to screen views of the car park from the eastern side of Latimer Gardens within the conservation area. The other alterations are not considered to have an adverse impact on the setting of the conservation area. The application has been referred to the Council's conservation officer who has not objected to the proposal, subject to the use of matching materials on the extension and a condition is recommended in respect of this.

Overall, it is considered that the proposed extension and alterations are acceptable and would not detract from the character and appearance of the surrounding buildings and would preserve the setting of the Pinner Wood Park Estate Conservation Area. As such, the proposal is considered to comply with policies 7.4B, 7.6B, 7.8 C and D of The London Plan (2011) core policy CS1 B and D of the Harrow Core Strategy (2012) and policies DM1 and DM7 of the Harrow Development Management Policies Local Plan (2013).

### **Residential Amenity**

Policy 7.6 of The London Plan (2011) states that "Buildings and structures should not cause unacceptable harm to the amenity of the surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate". Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) requires that: "*All development and change of use proposals must achieve a high standard of privacy and amenity of neighbouring occupiers*". "The assessment of the design and layout of proposals will have regard to: "the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers".

### Amenity impacts in relation to scale, massing and siting

The proposed extension would have a modest size and scale and would be flush with the main western flank wall of the school and would face towards a hard play court area. As such, the proposed extension would not give rise to any detrimental impacts

on the residential amenities of the surrounding neighbouring occupiers in terms of loss of light, overshadowing, loss of privacy or overlooking.

Given the minor nature of the other external alterations proposed, they would not result in any material impacts on neighbouring amenity.

#### Increase in Intensity of Use

The National Planning Policy Framework places particular emphasis on meeting the need for school places. Within urban areas, the growth of school places will result in some additional impacts upon nearby residential properties. The NPPF nevertheless requires that particular weight be applied to the need to expand and alter schools. There would be no alteration to areas of hard and soft play space under this proposal. Accordingly, it is considered that whilst some increase in daytime noise may arise as a result of the development, the additional noise and disturbance is not considered to significantly undermine residential amenity and would not outweigh the strong emphasis given to expanding schools within national planning policy and the support within the Local Plan.

#### Construction Phasing

It is envisaged the development would be constructed in its entirety over one phase. It is inevitable that noise and disturbance would increase during the construction process; however the impacts would be temporary and can be mitigated to some extent. A detailed construction management strategy has been submitted with the application, including a detailed timetable for implementation. The document details working practices including managing and maintaining site access routes, delivery times and security procedures in order to help safeguard the residential amenity of neighbouring occupiers as much as possible. Officers consider that the management and mitigation measures proposed would be sufficient to reduce the impacts on the amenities for neighbouring occupiers during the construction phase to acceptable levels.

In summary, the proposal would accord with policy 7.6B of The London plan (2011) and policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

#### **Traffic and Parking**

The London Plan (2011) policies 6.3, 6.9, 6.10 and 6.13 seek to regulate parking in order to minimise additional car travel and encourage use of more sustainable means of travel. This is further emphasised by policy core policy CS 1 R of the Harrow Core strategy (2012). Policy DM 42 of the Harrow Development Management Local Plan outlines the council's parking standards and cycle parking standards.

It is proposed to reconfigure the parking area to the east of the existing school site. The existing car park is used for staff parking and would be increased from 41 spaces to 49 spaces in order to help accommodate some of the extra staff numbers of the next seven years of expansion. It is acknowledged that some additional parking spaces within the site would help achieve a reduction in parking congestion on the surrounding streets but in the main this issue is principally caused by parent pick up and drop offs as is common with most schools.

At peak times, in the morning and afternoon, the existing school already results in short term, localised congestion, as parents and guardians drop off and pick up children from the school. This pattern, and the impact upon non school traffic, is repeated across the



borough, and across the country. There is potential for and a likelihood that this disruption will increase, as the pupil numbers rise. A number of representations submitted, report a concern over the transport impacts of the development. Outside of this time, service vehicles and visitors to and from the existing and the proposed school are unlikely to give rise to significant interference of traffic using the surrounding roads.

Given the local catchment of the school, the very limited scope to re-engineer surrounding roads to meet future demand, and the particular and individual patterns and circumstances of the parents and careers of pupils, the short term, localised impacts of these peaks are an inevitable and unavoidable disruption that has become part of London traffic's character. There is little scope to re-engineer London's Road to deal with such peak hour use. They do not justify significant engineering of the local highway network; instead these adverse impacts are required to be weighed in the balance, alongside the significant policy support to enhance and improve schools, contained in the NPPF and Local Plan.

Policy DM 43 of the HDMP LP (2013) requires that proposals for major development should provide a transport assessment in order to quantify the impacts of the proposal upon public transport, the highway network, the cycle network and upon conditions for pedestrians. Although the proposal is not a major development, the application is supported by a Travel Assessment and Travel Plan to address the proposed expansion of pupils and staff over the next 7 years. The Transport Assessment (TA) in support of the application was undertaken by an independent travel consultant. The details and recommendations of the TA, including traffic surveys and assessments have been referred to the Council's Highways Authority to consider the potential impact of the development.

Pinner Wood School is located in a residential area and is bounded by local roads Pinner Hill Road, Albury Drive and Latimer Gardens on each side.

The school has three entrances for pedestrians, one of which is also used for vehicles, all located on Latimer Gardens. Latimer Gardens is a traffic-calmed street with a 20mph speed restriction, and the road is one-way northbound between the junction with Pinner Hill Road to the mini roundabout connecting Latimer Close.

Latimer Gardens and Latimer Close are relatively narrow streets with on-street parking available on the southern side of Latimer Gardens. Latimer Close is also a narrow street but most of the residents have off-street parking facilities. Traffic levels within the immediate vicinity of the school are low apart from the school pick-up and drop-off periods.

There are no CPZ (controlled parking zone) controls in the immediate area however there are waiting restrictions located at junctions to improve visibility and access as well as mandatory "School Keep Clear" road markings outside the main school entrance in Latimer Gardens.

#### Transport impact and proposed mitigations

Pinner Wood School will increase from two-form entry to three-form entry. The proposed development primarily includes new classrooms and a new kitchen, but also includes an improved pedestrian access to the nursery and an improvement in the school car park to provide separation between the pedestrian and vehicle entrance. However, it should be noted that up until recently the school was previously a 3 form

entry and so the impacts in terms of associated traffic and congestion for the current proposal will not be materially greater than when the school operated at this capacity before.

Latimer Gardens/Albury Drive junction suffers from congestion during the morning drop-off and the afternoon pick-up periods. It was also observed that the Albury Drive/Pinner Hill junction experiences heavy congestion during the morning peak. It is expected that, with the increase in car numbers, these junctions will be more heavily used and could bring more significant disruption to the surrounding road network.

It is difficult for vehicles to pass through Latimer Gardens without being held up and this is mainly due to inappropriate parking during peak times with parents ignoring the existing parking restrictions. Based on the future mode split, an additional 98 vehicles are expected on the road during the peak hours on Latimer Gardens. Therefore, it would be reasonable to expect that with this increase in traffic volume, the levels of congestion would rise in Latimer Gardens and Latimer Close.

However the analysis in the Transport Assessment shows that by itself the increase in traffic flows alone is not significant, and that parking congestion is the main aspect to be managed. Traffic modelling of junctions is not appropriate at this level of impact.

The TA identifies several physical measures which could be introduced in order to mitigate the proposed development as outlined in the table below. The observations of the Council’s Highways Authority are also included:

Physical measures	Observations
Implement a one way system over the entire length of Latimer Gardens.	This would allow time for the council to assess the impact this would have on the levels of congestion at junction of Latimer Gardens with Albury Drive and is supported. However we recommend that the one way system be implemented initially on an experimental basis for up to a period of eighteen months to allow a period of review.
Consider junction Improvements at Albury Drive/Pinner Hill Road.	The geometry of the junction is limited and so there may be limited scope for improvements beyond an increase to sight-lines achieved by extension of parking controls and this is supported.
Increase parking restrictions in Latimer Gardens / Latimer Close	Additional parking controls need to be reviewed to address the impact on through traffic and prevent obstruction. Some controls are already in place as a part of the 20mph zone scheme around the school.

The details of the TA have been shared with representatives from Council’s traffic and parking team and the forecast impacts are based on the existing mode split for staff and students. Pinner Wood School currently has problems related to the level of car use, parking and traffic congestion in the peak periods, particularly in Latimer Gardens.

However, officers consider that the traffic and parking impacts, which are of most concern to residents, can be effectively reduced by a combination of physical infrastructure, enforcement, and through a strong School Travel Plan and education and training initiatives.

An extension of restrictions allows the possibility of a greater range of enforcement. However, whilst enforcement can only be taken against contravention of properly-introduced restrictions such as “school keep clear” zig-zags, single and double yellow line restrictions, etc. it should be borne in mind that waiting restrictions include a standard exception for stopping to set-down or pick-up passengers and an offence would therefore only be committed if the vehicle stopped for a period, for example while a child is taken into the school.

Therefore officers consider that the Council’s current enforcement practices for schools will need to be reviewed to ensure that there is a sufficiently frequent enforcement presence either in the form of mobile CCTV vehicles or parking attendants to act as a deterrent. Experience has shown that the presence of Civil Enforcement Officers (CEOs) is more likely to change the behaviour of drivers. The use of mopeds is considered the most effective way of responding to enforcement requests rather than using bicycles as suggested in the TA.

The council’s Highways Authority has made a commitment to implementing several recommendations in order to mitigate the increased number of pupils. They have recommended that Latimer Gardens is made one-way northbound for the entire length, initially on an experimental basis for a period of up to eighteen months. This would allow time for the council to assess the impact this would have on the levels of congestion at junction of Latimer Gardens with Albury Drive. This measure would require informal consultation with key stakeholders and the production of an experimental traffic order along with the required statutory signing. A further statutory consultation would be required should the council decide to retain the scheme on a permanent basis.

In order to deal with illegal or obstructive parking in roads immediately surrounding the school the Highway Authority propose a localised review of existing parking controls at the junction of Latimer Gardens and Latimer Close, this would also include a follow up review of parking controls once the school expansion is complete.

In this case, officers consider that it would not be reasonable to impose planning conditions in relation to control the implementation of proposed mitigation measures, given the proposed measures are subject to additional constraints of available funding from a range of potential sources such as the Local Implementation Plan and Harrow Capital budgets as well as the requirement for additional consultation on the measures with key stakeholders and is therefore not something that the Council can guarantee.

#### School Travel Plans

The school Travel Plan submitted in support of the application identifies a range of measures which focus on achieving a mode shift away from the private car. The Travel Plan forms a sound basis for the development of a continuing partnership between the Council and with the school, parents and children in developing infrastructure schemes that will encourage walking and /or cycling. The Travel Plan shows that schools are already operating a breakfast and after school club which will already make a contribution in dissipating traffic at peak times by enabling some

flexibility for parents who wish to drop/pick up their children earlier or latter. It also shows that a significant number of children are already walking to school (39%) and identifies the preferred mode of travel for pupils. Notably, this shows that 20% would prefer to travel to the site by cycle. At the moment cycling is not being used as a means of travel by any of the pupils. As such, a number of the initiatives in the Travel Plan are promoted towards encouraging cycling which has the potential to significantly reduce the number of overall car trips. Other possible mitigation measures identified in the Travel Plan include the identification of park and stride locations such as the use of the nearby Tesco car park, various walking initiatives such as walk to school month, scooter and cycle training for pupils and promotion of a car sharing scheme by the school.

However, it is also recognised that the aim of increasing sustainable travel requires a culture change to influence attitudes and change behavior and therefore it is important to target primary schools so that people's attitudes about the use of the cars can be influenced at an early stage of development.

Transport for London operates an accreditation scheme known as STARS (Sustainable Travel Accredited And Recognised) which provides a robust framework for achieving sustainable transport targets and for increasing effectiveness year on year. The current travel plan is not accredited by TFL. Any travel plan should be kept up to date and needs to be reviewed annually. Equally, over time, measures to manage demand should be explored. Accordingly, taking account of the potential increase in traffic set out in the transport assessment a condition is recommended for ongoing monitoring of the school travel plan in order to ensure on targets and improvements within the Travel Plan accreditation scheme are being met over the course of the school expansion.

Officers consider that the TP should achieve Bronze accreditation by TfL's STARS scheme prior to initial phase of expansion. In addition, Silver accreditation should be achieved in a further two annual accreditation cycles following bronze accreditation. Silver accreditation requires a number of travel initiatives and supporting activities over two academic years, to meet a number of consultation criteria, and to demonstrate decreased car use as part of the school journey. Gold accreditation should be achieved within one further annual accreditation cycle after achieving silver accreditation.

#### Cycle Parking

In terms of bicycle parking, London Plan (2011) standards requires the provision of one space per 10 staff or pupils. Cycle and scooter parking places can be monitored through the schools travel plan and additional spaces provided should demand dictate. The Design and Access statement accompanying the application highlights that the school has existing cycling stores and that the school intends to provide additional scooter stores. However, no details have been provided in respect of the overall existing and proposed numbers of spaces. Given there is significant interest in cycling as the preferred mode of travel, officers consider this means of travel should be actively encouraged. Accordingly, a condition would be attached, should approval be granted, requiring full details of proposed cycling and scooter parking facilities in accordance with London Plan standards and that additional spaces should be provided should demand dictate.

#### Proposed Construction Activities and mitigation

It is expected that, as a worst case scenario not more than 10 trucks per day will

access the site during the peak construction period. It is expected that the construction traffic will use Pinner Hill Road then into Latimer Gardens to enter and will exit via Latimer Gardens/ Albury Drive.

It is anticipated that, construction vehicle movements are restricted during morning and evening peak hours and will therefore have negligible impact in the local road network.

It is expected that the modification to the school's car park will disable the use of this facility. Therefore during this period, staff will be using the surrounding streets to park their car. This is likely to increase the occupancy levels beyond the regular usage.

In order to mitigate the impact of construction vehicle movements a condition is recommended so that they are restricted during morning and evening peak hours. Subject to this condition and coupled with the relatively small numbers expected, this should have negligible impact in the local road network.

Measures to manage internal traffic have been identified in the construction phasing and management plan in order to avoid any congestion within the school site which is considered to be acceptable. An informative is also recommended reminding the applicant of Harrow Council's Considerate Contractors Scheme.

In view of the above, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified. Overall the proposed expansion of Pinner Wood School and the proposed mitigations in conjunction with existing Council initiatives accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. That mitigation is likely to reduce the current impact of traffic experienced by residents close to the school.

The transport impacts accordingly need to be weighed against the contribution that the proposals will make towards meeting forecast educational need. Subject to ongoing monitoring of the travel plan which can be secured by a condition, for the reasons outlined above the transport impacts of the proposal are considered to be acceptable, having regard to the aims and objectives of policy 6.3 of The London Plan, core policy CS 1 R of the Harrow Core Strategy, and policies DM 42 and 43 of the Harrow Development Management Policies Local Plan (2013).

### **Sustainability**

London Plan policy 5.2 'Minimising Carbon Dioxide Emissions' defines the established hierarchy for assessing the sustainability aspects of new development. This policy sets out the 'lean, clean, green' approach, which is expanded in London Plan policies 5.3 to 5.11. Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to "*utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials*"..."*Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity*".

Harrow Council's Supplementary Planning Document on sustainable Building Design (adopted May 2009) seeks to address climate change through minimising emissions of carbon dioxide.

The application is accompanied by a detailed sustainability statement which demonstrates that the proposed development has been designed with long term sustainability in mind. The layout and proportion of teaching spaces has been driven by natural ventilation and day lighting requirements and the windows include an allowance for purge venting. The fabric of the building is intended to achieve low U values. In this case potential for overheating due to solar gain is significantly reduced due to the northern aspect of the classrooms. For these reasons, officers therefore consider that the proposal is in accordance with policy 5.3, core policy CS1 T, policy DM 12 of the Harrow Development Management Policies Local Plan and the Council's adopted SPD Sustainable Building Design.

Policy 5.11 of the London Plan (2011) seeks to ensure development proposals provide site planting and increase biodiversity, for sustainable urban drainage and improve the character and appearance of the area. It is acknowledged that the restrictions on the available space at the site limit opportunities for increasing green space. There is some potential for additional planting in the new car park and accordingly a condition is recommended for further details of hard and soft landscaping to be submitted and approved by the local planning authority. Subject to this condition, it is considered that the proposal will result in enhancement and diversification of the site and will make a positive contribution to the character of the area in accordance with policy 5.11.

### **Accessibility**

The London Plan (2011) requires all new development in London to achieve the highest standards of accessibility and inclusive design as outlined under policy 7.2. Policy DM 2 of the Harrow Development Management Policies Local Plan (2013) seeks to ensure that buildings and public spaces are readily accessible to all.

There is already a lift within the existing school. The revised car park layout has been designed to include 2 fully accessible spaces in close proximity to the main school entrance. Disabled WCs will be provided within the extension and all corridors will have a minimum width of 1800mm and all doors a minimum clearance of 900mm. Having regard to the scale and amount of works proposed, these measures are considered to be satisfactory and would meet the requirements of policy 7.2 of the London Plan (2011) and policy DM 2 of the Harrow DMPLP (2013).

### **Trees and Landscaping**

Policy 7.21B of The London Plan (2011) states that "Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species".

Policy DM 22 and DM 23 of the Harrow Development Management Policies Local Plan seek to preserve and enhance development proposals through landscaping. Policy DM 22 states:

- "B. Development proposals will be required to include hard and soft landscaping that:*
- a. Is appropriate to the character of the area;*
  - b. Is well laid out in terms of access, car parking and the living conditions of future occupiers and neighbours;*
  - c. Achieves a suitable visual setting for the building(s);*
  - d. Provides for sufficient space for new or existing trees and planting to grow; and*
  - e. Supports biodiversity."*

*“Proposals for works to trees in conservation areas and those the subject of tree preservation orders will be permitted where the works do not risk compromising the amenity value or survival of the tree.”*

None of the trees on the site are protected by a tree preservation order but nevertheless they make a positive contribution to the amenity value of the adjacent conservation area as well as providing wildlife habitats and a good screen for adjoining residential properties. The existing tree cover is largely confined to the edges of the site and is generally well maintained. Under the current proposal, it is proposed to retain all the trees on site. It is also considered there is scope for additional landscaping in order to help define the pedestrian and car park area and a condition is recommended for further details to be provided in order to enhance the appearance of the development and support biodiversity.

At the time of preparation of this report, officers are still awaiting additional comments from the Council's Arboricultural Officer. Any subsequent recommended conditions and further comments from the council's Tree Officer will follow on the committee addendum.

Subject to conditions, officers consider that the ecological and aesthetic value of the area would be enhanced and the development would thereby comply with policies 7.21 and 7.19 of The London plan (2011) and policy DM 22 of the Harrow Development Management Policies Local Plan (2013).

### **Flood Risk and Drainage**

The NPPF (2012) outlines the need to manage flood risk from all sources (paragraph 100). Policies 5.13, 5.12 and 5.14 of The London Plan seek to address surface water management and a reduction in flood risk. Policy 5.13 of the London Plan requires that proposals should achieve greenfield run off rates and ensure that surface water is managed as close to its source as possible in accordance with the sustainable urban drainage (SUDS) hierarchy. Similarly, policy DM 10 of the Harrow Development Management Policies Local Plan (2013) requires that *“proposals for new development will be required to make provision for the installation and management of measures for the efficient use of mains water and for the control and reduction of surface water run off. Substantial weight will be afforded to the achievement of greenfield run off rates”*.

Pinner Wood School is not located within a flood zone. The proposed extension to the west of the sites does not require additional attenuation, given it is at first floor level. However, surface water attenuation is proposed for the car park in order to achieve a discharge rate of 5 l/s which will meet the required greenfield run off rates. The proposed details of surface water attenuation and arrangements for foul water have been referred to the Council's Drainage Engineers who are satisfied with the principal of the proposals, subject to further details being provided by condition. Accordingly it is recommended that conditions are attached in relation to the specific details of surface water drainage and attenuation. At the time of preparation of the report officers are still awaiting further information on the specific drainage proposals. Consideration of this information, including any subsequent recommended conditions and further comments from the council's Drainage Officer, will follow on the committee addendum.

Subject to the above, the development is considered to fulfil the objectives of the NPPF concerning managed impacts upon flood risk and would satisfy London Plan (2011) policies 5.12, 5.13 and 5.14, policy CS1 U of the Harrow Core Strategy and policy DM

### **S17 Crime & Disorder Act**

Policy 7.3 of The London Plan (2011) and core policy CS1 E of the Harrow Core Strategy 2012 seek to ensure that developments should address security issues and provide safe and secure environments. The proposed site is within a residential area and as such, the school receives very good levels of natural surveillance. The main front entrance from Latimer Gardens and the rear pedestrian/vehicle entrance are secured by a locked gate. An after hours intercom system would also be installed on the main front entrance gate. A new higher boundary fence will be constructed along Latimer Gardens. Given, the size of the proposed extension and alterations proposed, the measures identified are considered to be satisfactory to achieved enhanced security at the site.

### **Consultation Responses**

- There is a grave problem with parking and congestion and damage to the road, greenery and verges at present.
- There is severe congestion and pollution due to traffic from parents dropping off and picking up their children in Latimer Gardens.
- At present my residents struggle to find parking spaces regularly due to visitors to the school and parent drop off and pick ups.
- The Transport Assessment and School Travel Plan submitted with the application make various suggestions as to how traffic congestion can be improved. Local residents need some commitment and assurance that these measures will be implemented as soon as practically possible to improve the current situation before expansion continues.
- Making Latimer Gardens one way fro the entire length will improve traffic flows and reduce issues with the bottleneck created on the two way part of the street where parents are coming and going and parking inconsiderately, so regularly causing grid lock and clocking safe pedestrian routes to the school.
- The pedestrian crossings on Latimer Gardens should be formalised to improve safety. High curbs and bollards could be introduced to prevent inconsiderate parents from parking across them.
- Regular enforcement should be established based on priorities for safety and responsibility to the school and community and not revenue stream for Harrow.
- Car sharing should be encouraged.
- The objectives, targets and action plan of the school travel plan are admirable but I am sceptical about whether they can be achieved. There should be a commitment from Harrow to support these targets, maintaining them and continuing to seek a reduction in the use of cars for journeys to and from the school.

Against the background of growing demand, and the limited number of available sites to meet such demand, the proposals are, for the above reasons, considered to strike an acceptable balance between competing policy objectives and are acceptable. The concerns and adverse impacts identified above can, officers consider, be satisfactorily mitigated by the use of planning conditions. The design and impact of the new school buildings on the character and appearance of the locality, and upon the amenities of surrounding homes is considered acceptable. The technical evidence submitted in support of the application, also leads officers from the Councils Highways Authority to conclude that the proposal would not give rise to unacceptable adverse impacts on the surrounding highway network, subject to additional monitoring conditions in relation to



the school travel plan.

As such, the objections from residents are acknowledged but nevertheless the proposals are considered to satisfy the policy objectives of the National Planning Policy Framework (2012), The London Plan (2011), the Harrow Core Strategy (2012), the Harrow Development Management Policies Local Plan (2013) such that permission can, officers consider, be recommended.

### **Equalities and Human Rights**

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

In determining this planning application the Council has regard to its equalities obligations under section 149 of the Equalities Act 2010. For the purposes of this report there are no adverse equalities issues arising from this proposal. However, it is noted that equality impact assessments play an important role in the formulation of planning policies; however their use in respect of this specific application is very much the exception rather than the norm. Taking proper account of the guidance contained in the London Plan Supplementary Guidance on Planning for Equality and Diversity in London (and in particular paragraph 2.6) the Council considers that there is no requirement for a Race Equalities Impact Assessment.

### **CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for grant.

### **CONDITIONS**

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

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

2 The materials to be used in the external surfaces and external alterations of the extension hereby permitted shall match as closely as possible those used in the adjacent rear walls of the existing building and those shown on 1489-5.7-Mat-Schedule (schedule of proposed materials)

REASON: To safeguard the character and appearance of the locality in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

3 Save where varied by the other planning conditions comprising this planning permission, the development hereby permitted shall be carried out in accordance with the approved plans: School Travel Plan (2014 Pinner Wood School, dated 28<sup>th</sup> February 2014); Pinner Wood School – Phase 2 – Sustainability Statement Ref: CN/7151132/KJS Rev 01 (dated 28<sup>th</sup> February 2014); Document titled – Overview of harrow Councils Primary School Expansion Programme; Document titled – SEP2-Pinner Wood Phase 2-Draft Programme for Planning Submission Only; Statement of Community Involvement – February 2014; Transport Assessment for the Expansion of Pinner Wood School – February 2014; Document titled: Pinner Wood School by Mott MacDonald, dated 24<sup>th</sup> February 2014; Design and Access Statement – Ref 1489-5.4-DAS.docx; Schedule of proposed materials – Ref 1489-5.7-Mat schedule; 1489-PP-

01; 1489-PP-02 Rev A; 1489-PP-03; 1489-PP-06; 1489-PP-04 Rev A; 1489-PP-05; Un-numbered plan (existing aerial view); Construction Method, Phasing Plan and Logistics Statement for Pinner Wood School; Untitled document - Drainage Calculations; Lo1521 – Pinner Wood School – Drainage Strategy by Curtins; L01521/DR01 Rev P1

REASON: For the avoidance of doubt and in the interests of proper planning.

4 Notwithstanding the details on the approved plans, the development hereby permitted shall not be occupied until details of hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM 1, DM 22 and DM 23 of the Harrow Development Management Policies Local Plan (2013).

5 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM 1 and DM 22 of the Harrow Development Management Policies Local Plan (2013).

6 None of the existing trees on the site shall be lopped, topped, felled or uprooted without the prior written permission of the local planning authority. Any topping or lopping which is approved shall be carried out in accordance with British Standard 3998: 2010 (Tree Work Recommendations).

REASON: The existing trees represent an important amenity feature which the local planning authority considers should be protected, and as required by policy DM 22 of the Harrow Development Management Policies Local Plan (2013).

7 The development of any buildings hereby permitted shall not be commenced until details of works for the disposal of surface water and surface water storage and attenuation works have been submitted to and approved in writing by, the local planning authority. The works shall be implemented in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided, reduce and mitigate the effects of flood risk in accordance with the National Planning Policy Framework (2012) and Policy DM 10 of the Harrow Development Management Policies Local Plan (2013) and to ensure that the necessary construction and design criteria for the development proposals follow approved conditions according to NPPF (2012).

8 The development hereby permitted shall not be occupied until works for the disposal of sewage have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with Policy DM 10 of the Harrow Development Management Policies Local Plan (2013) and

the necessary construction and design criteria for the development proposals follow approved conditions according to Sewers for Adoption.

9 Notwithstanding the details shown on the approved plans, the 1.6 metre high security fence adjacent to the main entrance hereby permitted, shall not be constructed on site, until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority. The boundary treatment shall be completed before the development is occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the character and appearance of the locality in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

10 The Pinner Wood School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the extension hereby approved. Thereafter a Travel Plan review shall be undertaken and a revised Travel Plan shall be submitted to and approved in writing by the Local Planning Authority annually and not later than 31<sup>st</sup> August for each year of the expansion. The mitigation measures identified in the Travel Plan shall be implemented for the duration of the development.

REASON: To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

11 The development hereby permitted shall not be occupied until a scheme for the provision of secure cycle/scooter parking spaces in accordance with the London Plan (2011) standards has been submitted to and agreed in writing by the Local Planning Authority. The use hereby approved shall not commence until the cycle parking scheme has been implemented in accordance with the approved details and thereafter retained.

REASON To encourage occupants of the development to use methods of transport other than the private car in accordance with London Plan polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

12 The details of the Construction Method and Logistics Statement hereby approved shall be adhered to throughout the construction period and construction vehicles shall not access the site during peak morning (08:30-09:30) or afternoon times (15:00-16:00).

REASON: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the adjoining properties, in accordance with policies 7.4 and 7.6 of The London Plan 2011 polices DM 1 and DM 42 of the Harrow Development Management Policies Local Plan (2013).

13 Notwithstanding the details shown on the approved plans, prior to the commencement of the development hereby permitted, elevations of the refuse enclosure shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the character and appearance of the area and ensure adequate standards of hygiene and refuse/waste collection in accordance with polices DM 1 and DM 45 of the Harrow Development Management Policies Local Plan (2013).

## **INFORMATIVES**

1 The following policies are relevant to this decision:

### **National Planning Policy:**

National Planning Policy Framework (2012)

### **The London Plan (2011):**

- 3.16 – Protection and Enhancement of Social Infrastructure
- 3.18 – Education Facilities
- 5.2 – Minimising carbon dioxide emissions
- 5.3 – Sustainable design and construction
- 5.10 – Urban Greening
- 5.11 – Green roofs and development site environs
- 5.13 – Sustainable Drainage
- 6.3 – Assessing effects of development on transport capacity
- 6.9 – Cycling
- 6.10 – Walking
- 6.13 – Parking
- 7.1 – Building London's neighbourhoods and communities
- 7.2 – An inclusive environment
- 7.3 – Designing out crime
- 7.4 – Local character
- 7.6 – Architecture
- 7.8 – Heritage Assets
- 7.21 – Trees and Woodlands

### **Harrow Core Strategy (2012)**

CS1: Overarching Principles

### **Harrow Development Management Policies Local Plan (2013):**

- Policy DM 1 – Achieving a High Standard of Development
- Policy DM 2 – Achieving Lifetime Neighbourhoods
- Policy DM 7 – Heritage Assets
- Policy DM 10 – On Site Water Management and Surface Water Attenuation
- Policy DM 12 – Sustainable Design and Layout
- Policy DM 22 – Trees and Landscaping
- Policy DM 23 – Streetside Greenness and Forecourt Greenery
- Policy DM 42 – Parking Standards
- Policy DM 43 – Transport Assessments and Travel Plans
- Policy DM 45 – Waste Management
- Policy DM 46 – New Community Sport and Educational Facilities

### **Other Relevant Guidance:**

- Harrow Surface Water Management Plan (2012)
- London Borough of Harrow Open Space Study PPG17
- Supplementary Planning Document Sustainable Building Design (2009)
- Supplementary Planning Document: Access for All (2006)

## **2 CONSIDERATE CONTRACTOR CODE OF PRACTICE**

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

### 3 PARTY WALL ACT:

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
  2. building on the boundary with a neighbouring property;
  3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

“The Party Wall etc. Act 1996: Explanatory booklet” is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB Please quote **Product code:** 02 BR 00862 when ordering Also available for download from the CLG website:

Tel: 0870 1226 236 Fax: 0870 1226 237  
Textphone: 0870 1207 405  
E-mail: [communities@twoten.com](mailto:communities@twoten.com)

### 4 COMPLIANCE WITH PLANNING CONDITIONS

**IMPORTANT:** Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

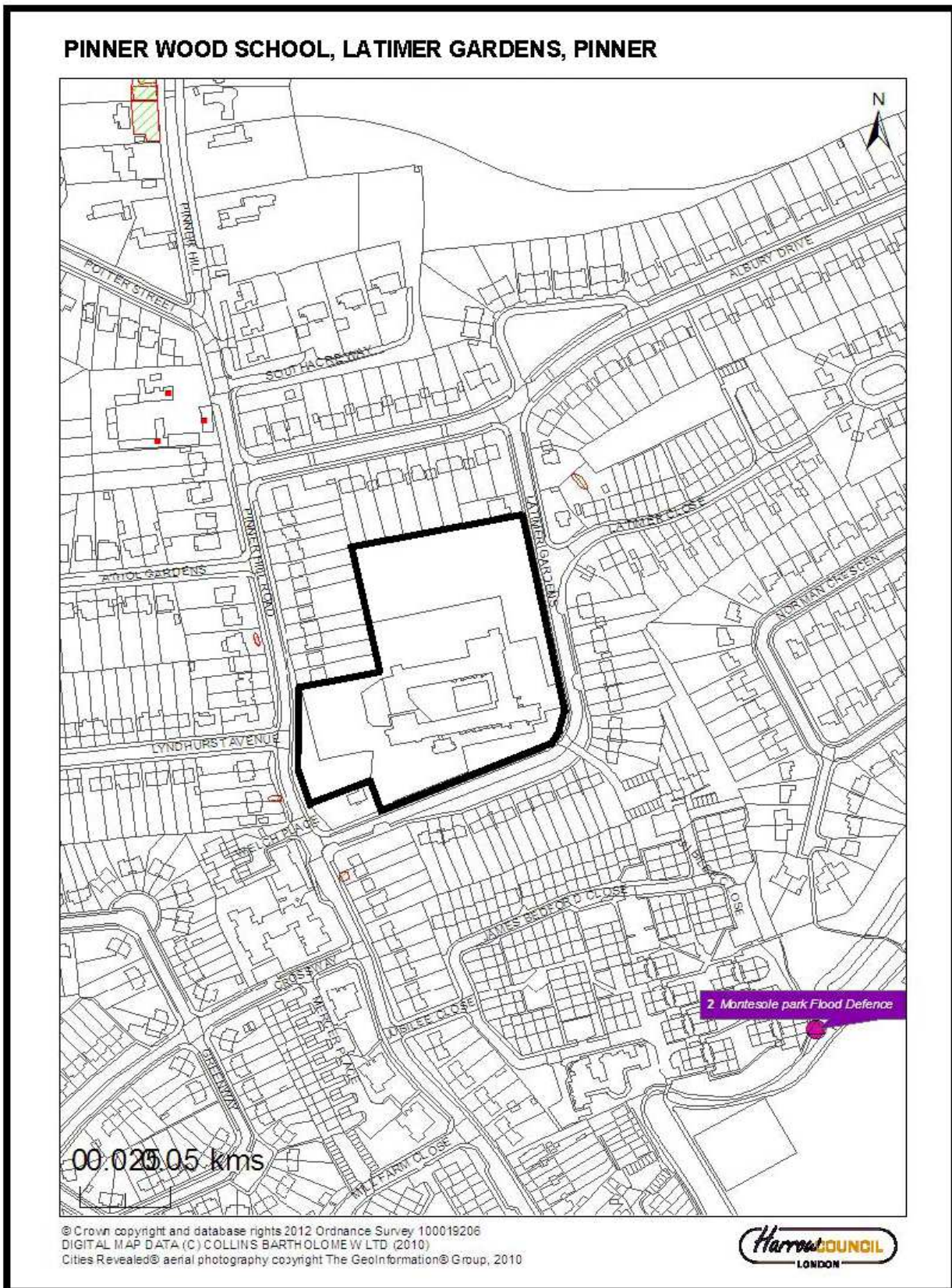
### 5 DUTY TO BE POSITIVE AND PROACTIVE

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

Plan Nos: School Travel Plan (2014 Pinner Wood School, dated 28<sup>th</sup> February 2014); Pinner Wood School – Phase 2 – Sustainability Statement Ref: CN/7151132/KJS Rev 01 (dated 28<sup>th</sup> February 2014); Document titled – Overview of harrow Councils Primary School Expansion Programme; Document titled – SEP2-Pinner Wood Phase 2-Draft Programme for Planning Submission Only; Statement of Community Involvement – February 2014; Transport Assessment for the Expansion of Pinner Wood School – February 2014; Document titled: Pinner Wood School by Mott MacDonald, dated 24<sup>th</sup> February 2014; Design and Access Statement – Ref 1489-5.4-DAS.docx; Schedule of proposed materials – Ref 1489-5.7-Mat schedule; 1489-PP-01; 1489-PP-02 Rev A;

1489-PP-03; 1489-PP-06; 1489-PP-04 Rev A; 1489-PP-05; Un-numbered plan (existing aerial view); Construction Method, Phasing Plan and Logistics Statement for Pinner Wood School; Untitled document - Drainage Calculations; Lo1521 – Pinner Wood School – Drainage Strategy by Curtins; L01521/DR01 Rev P1;



**SECTION 3 - OTHER APPLICATIONS RECOMMENDED FOR REFUSAL**

None.

**SECTION 4 - CONSULTATIONS FROM NEIGHBOURING AUTHORITIES**

None.

**SECTION 5 - PRIOR APPROVAL APPLICATIONS**

None.