

SECTION 1 – MAJOR APPLICATIONS

Item No. 1/01

Address: KODAK HEADSTONE DRIVE, WEALDSTONE

Reference: P/0873/14

Description: MINOR MATERIAL AMENDMENT TO THE OUTLINE PLANNING PERMISSION P/3405/11 FOR THE COMPREHENSIVE, PHASED, MIXED USE DEVELOPMENT OF LAND AT HARROW VIEW AND HEADSTONE DRIVE. RELOCATE THE PRIMARY SCHOOL (UP TO 3,630SQM) FROM DEVELOPMENT ZONE P TO DEVELOPMENT ZONE A (IN PHASE 1) AND TO RELOCATE THE LEISURE USE (UP TO 1,155 SQM) AND COMMUNITY CENTRE (UP TO 1,562 SQM) FROM DEVELOPMENT ZONE A TO DEVELOPMENT ZONE P (IN PHASE 2). INTERIM ENERGY CENTRE TO BE LOCATED WITHIN ZONE A TO SUPPLY PHASE 1.

Ward: MARLBOROUGH

Applicant: LS HARROW PROPERTIES LTD

Agent: CBRE

Case Officer: SUSHILA BHANDARI

Expiry Date: 26/06/2014

RECOMMENDATION

GRANT minor material amendment to outline planning permission P/3405/11 subject to the conditions attached at the end of the report.

Executive Summary

This application seeks a minor material amendment (Section 73 of the Town and Country Planning Act 1990) to outline planning permission granted under reference P/3045/11 for the comprehensive phased mixed use development of the land at Harrow View and Headstone Drive. The amendments seek a land swap between Zones A and P, which would entail the relocation of the proposed primary school (up to 3,630 sqm) from Zone P to Zone A (in Phase 1) to ensure the delivery of the school. The leisure (up to 1,155 sqm) and community centre (up to 1,562 sqm) will in turn be relocated to Zone P. An interim energy centre will also be located within Zone A to supply Phase 1. The proposed land swap between the two different phases of the development would not entail any changes to the quantum of development of the original proposals that have been approved under the outline permission.

The land swap between Zones A and P is being sought as the proposed primary school which is currently located in Zone P would be sited close to the existing operations of the Kodak factory. The applicant will not be able to bring the school into use until all existing

industrial operations have been decommissioned. This would consequently impact upon the delivery of housing on Phase 1 until an alternative mitigation for education could be agreed, as the requirements of the section 106 agreement for the substantive outline application requires that the school to be available for use for the Primary School Provider before the new housing on Phase 1b is more than 75% occupied. Whilst the land identified for the new school (Zone P) has been cleared, the existing factory operations are sited on sections of the land that are located in Phases 2 and 3. In order to meet the needs of the future development and the wider area, the applicant is seeking a land swap to relocate the school to Zone A which is in Phase 1a and in turn to the proposed leisure and community facilities would be relocated to Zone P. The area of land allocated for Zones A and P are broadly similar in size and thus there would be no compromise in the delivery of each element in line with the approved parameter plans.

The applicant has provided an addendum Design and Access statement, Environment Statement and a Transport Assessment in support of this minor amendment application. An addendum to the Energy Statement has also been provided to support the proposed interim energy centre.

The minor changes proposed under this application would have an acceptable impact in terms of the overall parameter plans approved under the outline application P/3405/11 and would give rise to no unacceptable impact upon highway safety and parking subject to appropriate mitigation put in place which has been secured by the section 106 agreement. The land swap would have no undue impact on the wider environment, adjoining land uses or the future occupiers of development. In conclusion, the proposed minor material amendment would give rise to no conflict with the national, regional and local development plan policies identified in the appraisal below along side other material considerations and therefore this application is recommended for grant.

INFORMATION

The application is reported to the Planning Committee because in the opinion of the Divisional Director of Planning Services the proposal is a large scale development of strategic importance.

Statutory Return Type: Largescale Major Development

Council Interest: None

Gross Floorspace: n/a

Net additional Floorspace: n/a

GLA Community Infrastructure Levy (CIL) Contribution (provisional): Nil – section 73 application are exempt

Harrow CIL – Nil

Site Description

Strategic and Borough Level Policy Context

- The application site is located centrally in the Borough, has a total area of 25.4 hectares and comprises the Kodak industrial site (inclusive of operational and vacant areas), the former Zoom Leisure sports facility with associated car parking and adjacent highway land on Harrow View and Headstone Drive.
- The Kodak industrial site is designated as a Strategic Industrial Location in the London Plan and comprises vacant/cleared site areas, as well as operational buildings of up to 57 metres in height and associated plant.
- The former Zoom Leisure site comprises indoor and outdoor sports facilities and the playing fields on the site are designated as open space in the UDP, having an area of

4.3 hectares.

- The site lies within the wider Harrow and Wealdstone Area of Intensification, as defined in the London Plan and in terms of area is the largest strategic site in this designation.
- Intensification Areas are defined in the London Plan as built-up areas with good existing or potential public transport accessibility, which can support redevelopment at higher densities. They have significant capacity for new jobs and homes but at a level below that which can be achieved in designated Opportunity Areas.
- The Harrow and Wealdstone Area Action Plan, a Development Plan Document within the Local Development Framework sets targets for the delivery of 2,500 additional homes and 3,000 additional jobs in the Intensification Area.
- Within this target, the Kodak site is expected to deliver 1,230 jobs and 985 homes from the comprehensive redevelopment of the site.

Description of Application Site

The application site comprises two distinct parts, the Kodak industrial site (Harrow View East) and the former Kodak sports ground (Harrow View West), now closed and formerly known as Zoom Leisure, as well as highway land on Harrow View and Headstone Drive.

Harrow View East

- This part of the site comprises a total area of 15.9 hectares (10.5 hectares still in operational use by Kodak and 5.4 hectares of cleared land).
- The operational land is occupied by a range of industrial, logistical and administrative office buildings. There is also a variety of associated plant and machinery on the site, including the main powerhouse chimney, which is the tallest structure on the site.
- On the eastern edge of the site, adjacent to the railway line and to the north of the Waverley Industrial estate, is the underground bunker element of a former Air Ministry citadel building, which has been recommended for local listing by the Council.
- The site slopes up from south to north, with maximum levels difference of approximately 6.2 metres. There is a drop in levels from the site down to Harrow View of between 1 and 1.5 metres.
- The site benefits from two existing vehicle accesses, one from Harrow View and the principle access from Headstone Drive, adjacent to Kodak's existing Reception Building.
- The site contains a number of protected trees, including a row of Limes adjacent to the western boundary of the site with Harrow View.

Harrow View West

- The part of the site comprises the former Zoom Leisure Centre, which closed in September 2011, as well as car parking associated with this use and Kodak operations.
- Harrow View West is 7.9 hectares in area and comprises privately owned playing fields, tennis courts, bowls greens and indoor sports and leisure facilities, with associated hard surfaced parking areas.
- The site slopes up from south to north, with maximum levels difference of approximately 8.9 metres.
- The site benefits from two existing vehicle accesses from Harrow View. A further pedestrian access (via a locked gate) exists between the site and Headstone Recreation Ground.
- The site contains a number of protected trees, including a row of Lombardy Poplars adjacent to the western boundary of the site.

- The western part of the site is a designated flood plain (Flood Zones 2-3b), whilst the remainder of the site is in Flood Zone 1.

Local Highway and Transport Network

- The two parts of the site are separated by Harrow View (A4008), which carries traffic from the north towards Harrow Town Centre.
- The southern boundary of the Harrow View East site abuts Headstone Drive (A4090), which carries traffic between North Harrow and Wealdstone.
- Approximately 400 metres to the east of the site is Station Road (A409), which runs north-south and forms the central 'spine' road within the Borough and the Area of Intensification.
- The H14 bus runs north-south along Harrow View, between Hatch End and Harrow Town Centre, and then on to Northwick Park Hospital.
- The H9 and H10 buses run east-west along Headstone Drive in circular routes, the H9 linking up Harrow Town Centre with Northwick Park Hospital and Kenton, whilst the H10 links up Harrow Town Centre with South Harrow and Rayners Lane.
- Harrow and Wealdstone Station is located approximately 400 metres to the south east of the site and is served by London Underground, London Overground and National Rail services, as well as additional bus services running along Station Road.
- Headstone Lane station is located approximately 600 metres to the north west and is served by London Overground services.

Description of Immediate Locality

- To the east of the application site are industrial and business developments within the Waverley Industrial Estate, the West Coast mainline railway and the Crown Court, with Wealdstone District Centre and residential areas beyond.
- To the south are suburban residential areas, comprising predominantly two storey semi-detached and terraced housing along with taller flatted developments, with Harrow Metropolitan Centre some 1.4km away.
- To the west are suburban residential areas comprising predominantly single and two storey semi-detached and terraced housing, as well as taller flatted developments fronting Harrow View.
- To the west of the Harrow View West site is Headstone Manor Recreation Ground, which is designated Metropolitan Open Land in the Harrow Local Plan Policies Map and is occupied by Headstone Manor, a Grade I listed moated building with Grade II listed outbuildings. The Manor is used as a heritage and cultural centre. The Manor complex is also a designated Scheduled Ancient Monument.
- To the north of the site is suburban residential development on Pinner Park Gardens, Pinner Park Avenue and Holmwood Close, comprising predominantly two storey semi-detached housing.

Proposal Details

- The application proposes a minor material amendment to the outline planning permission granted under Ref: P/3405/11 which seeks a swap between Zones A and P and would entail the relocation of the proposed primary school (up to 3,630 sqm) from Zone P to Zone A (in Phase 1) to ensure the delivery of the school.
- The leisure (up to 1,155 sqm) and community centre (up to 1,562 sqm) will in turn be relocated to Zone P.
- An interim energy centre will also be located within Zone A to supply Phase 1.

Revisions to Previous Application

Following the previous decision (P/3405/11) the following amendments have been made:

- As listed above.

Relevant History

P/1795/09 – Change of use of vacant site for temporary open air market with 100 stalls including ancillary food sales and parking for 200 cars

Granted – 17/12/2009

P/2117/10 – Variation of condition 5 attached to planning permission P/1795/09 dated 17/12/2009 to be changed from market on Fridays to market on Tuesdays

Granted – 14/12/2010

P/0813/11 - Extension of time to planning permission P/1685/08CFU dated 20/06/2008 for 'highway works including 1) formation of roundabout 2) alterations to junctions to sports ground 3) temporary access to leisure facility 4) temporary contractors' compound 5) erection of brick piers and railings'

Granted – 21/06/2011

P/1294/11 - Non-material amendments to conditions 2 and 5 attached to planning permission P/1685/08CFU dated 20/06/08 for 'highway works including 1) formation of roundabout 2) alterations to junctions to sports ground 3) temporary access to leisure facility 4) temporary contractors compound 5) erection of brick piers and railings

Granted – 16/06/2011

P/3405/11- Outline planning application for a comprehensive, phased, mixed use development of land at Harrow View and Headstone Drive, as set out in the Development Specification (March 2012). The development comprises the demolition of existing buildings and structures (with the exception of the chimney and part of powerhouse) and redevelopment of the site for a mix of uses comprising business and employment uses (within Use Classes B1(a), B1(b), B1(c), B2 and B8 - up to 35,975sqm); residential dwellings (within Use Class C3 - up to 985 units); student accommodation (Sui Generis use - up to 220 units); senior living accommodation (within Use Class C2); assisted living care home (within Use Class C2) (total C2 uses up to 9,300sqm); retail and restaurant uses (within Use Classes A1, A2, A3, A4 and A5 - up to 5,000sqm); commercial leisure uses (Use Class D2); community uses (Use Class D1); health centre (Use Class D1); a primary school (Use Class D1) (total D1/D2 uses up to 8,830sqm); energy centre (Sui Generis use - up to 4,500sqm); together with new streets and other means of access and circulation; highway improvements; associated parking; re-profiling of site levels; utilities diversions and connections; open space; landscaping and ancillary development including infrastructure, works and facilities.

Granted - 21/12/2012

Pre-Application Discussion

- Prior to the submission of the outline application (P/3405/11) there was an extensive period of engagement with Council Officers and Land Securities. A formal Memorandum of Understanding (MoU) was signed between both parties. This MoU set out the vision for the future of the site and facilitates cooperation between the parties. Pursuant to this MoU, Land Securities entered into a Planning Performance Agreement (PPA) with the Council and Transport for London.
- Land securities have maintained dialogue with the Council following the approval of the outline permission. Land Securities did approach the Council for informal discussions on the proposed land swap prior to the submission of this material minor

amendment application.

Applicant Submission Documents

Addendum Design and Access Statement - This document provides the vision, objectives, design principles and key design elements relating to the proposed land swaps in Zones A and P and should be read in conjunction with the substantive Design and Access Statement approved under the outline application.

Design Guidelines – Sets out the guidance on how the various development Zones in the parameter plans should be developed in the detail stages to realise the aspirations and visions for the site in the proposed development.

Development Specification – This document is an update to the earlier revision of the document approved in the outline application. This document sets out the key specification elements associated with the development of Harrow View and defines and fixes the principal components associated with the proposed development.

Environmental Statement Addendum – This document is an addendum to the substantive Environmental Statement that was approved in the outline application. It provides an update on the environmental implications in regard to the proposed land swap between zones A and P.

Transport Assessment – This report sets out the transport assessment in support of the comprehensive redevelopment of the site and it is an update to the transport assessment approved in the outline application in light of the changes now sought under this minor material amendment application.

Car Parking Management Plan – Sets out the means by which car parking would be managed across the development and has been updated to reflect the land swap between development zones A and P, proposed under this current application.

Energy Strategy Addendum – Sets out the strategy for energy generation and energy saving measures to be incorporated into the development.

Draft School Travel Plan – This document provides an overview of the initiatives that would need to be implemented by the proposed school in order to reduce the number of private vehicle trips into the school and promote awareness for sustainable travel measures. This document reflects that proposed relocation of the school to the southern corner of the site.

S73 Application – Public Information Event Summary Report – This document sets out the format for the public information event that Land Securities will hold post submission of the S73 Application.

Consultations

Greater London Authority

Subject to the previously agreed mitigation measures for the scheme being retained, officers are satisfied that the application does not raise any new strategic planning issues. Accordingly, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application.

Transport for London

No objection in principle but the following comments were made in respect of the Parking Addendum submitted with this application:

Car Parking

A total of 1,257 designated car spaces and 202 visitor and leased spaces are proposed. This is in accordance with the consented scheme and therefore considered acceptable. TfL would however question the need to provide additional on street drop off/ pick up parking spaces for the new primary school in advance of the new multi-story car park being built, as it is anticipated that the school would have a relatively local catchment area, and such a provision may undermine efforts to promote access by walking, cycling and other more sustainable modes. Notwithstanding this, the provision of electric vehicle charging points for the commercial and residential spaces should be provided in accordance with the London Plan standards, and be secured by condition.

A revised car parking management plan has been submitted as part of the application. The requirement to implement the measures identified in an approved version of this document should be secured by condition.

Cycle Parking

Since the original application was determined, the GLA has consulted on a set of Further Alterations to the London Plan (FALP). This includes updated cycle parking standards for most land uses, and TfL would expect these to be taken into account as part of this revised application, including the provision of visitor cycle parking spaces within the public realm. It should be ensured that any additional spaces are provided in a secure and covered location.

Travel Planning, Servicing and Freight

In keeping with current policy requirements, TfL would expect the requirement for the applicant to produce and implement both a delivery and servicing plan and a construction logistics plan to be secured for the site by condition. These should identify what efficiency and sustainability measures will be implemented whilst the development is being built/ once it is operational.

In addition TfL would recommend that the requirement for the applicant to submit for approval and implementation, both a residential and a workplace travel plan is secured through the s106 agreement.

Public Transport and Highway Impact

TfL is satisfied that the trip generation of the site will be consistent with the consented scheme, and that as such the revised proposals will have no additional strategic transport implications beyond those which were identified as part of the previous application.

While some minor revisions to the highway layout have been proposed, these are on the local highway network, and it will therefore be down to Harrow Council to determine their acceptability, although it will need to be demonstrated that they would not have an adverse impact on the operation of the bus network.

Mitigation

In order for the revised application to be considered acceptable, TfL would however expect the previously secured mitigation measures to be retained as part of these proposals. This includes; a sum of £1m, payable to the borough towards improving the operation of the Harrow View/ Headstone Drive junction; a contribution of £450,000,

payable to TfL, towards mitigating the impact of the proposed development on the capacity of the local bus network; a further £1.5m towards sustainable transport and local connectivity. Amongst other items it is understood that this 'sustainable transport' contribution is intended to be directed towards the provision of Legible London signage (£15,000), cycle and pedestrian improvements between the site and Wealdstone station and town centre (£270,000), general parking controls in the locality of the site (£150,000), bus stop upgrades and countdown facilities (£62,000) and a travel plan performance bond (£100,000).

Community Infrastructure Levy (CIL)

Since the original application was approved, the Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3 toward the funding of Crossrail. The rate for Harrow is £35 per sqm. The required CIL should be confirmed by the applicant and the Council once the components of the development or phase have been finalised. Harrow Council has also implemented their CIL since the original application was approved, and the amount payable should therefore be confirmed with them.

English Heritage:

No objection – this application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

English Heritage (Archaeological)

No objection – archaeological advice remains the same as set out in our letter dated 28th February 2012, which suggests a number of suitable conditions.

Natural England:

No objection – the proposal is unlikely to affect any statutory protected sites or landscapes.

Natural England standing advice would apply in respect of any protected species.

London Borough of Barnet

No Objection

London Borough of Brent

No Objection

Harrow Heritage Trust (summarised)

The trust has no objection to the relocation of the new primary school.

The retention of the Chimney is welcomed. The proposal will not only keep part of Harrow's Industrial Heritage but also be a great landmark feature of the development.

The trust would like to see in due course its restoration and enhancement scheme.

The focal are feature should be included in the earlier phases of the development and not left for the last.

The trust would like to see a detailed landscaping proposal which should provide good visual links to the Headstone Manor and comparable with the historic landscape of the Manor.

Kingsfield Estate Residents Action Group

This school is the wrong side of Harrow View for its catchment area that will surely be the new estate on the playing fields of Kodak. Harrow View is a very busy road in the rush hour. Already it has to be crossed by too many children to go to school as Norbury and

Marlborough. Near Headstone Road the traffic is slower but at the top end traffic is faster, despite the slowing effect of the new roundabout. The best place for this school is near the park for sporting events and reduce the need to cross one of the main thoroughfares into Harrow. We also noticed the limited playground area of the planned school. We hope that the council can convince LS of the need to site the school on the other side and reduce the risk to children. The Zoom centre is a good site for such a school.

Hatch End Association

Support the proposal to move the site of the proposed primary school away from what will be a busy roundabout in Harrow View with heavy commuter traffic, to the site off Headstone Drive where many pupils should be able to walk to school along the proposed green avenues in the hinterland.

Local Authority Education Department

The original location in Zone P would be preferable given its central location within the development. However, we welcome the inclusion of the school.

The location within Zone A will mean that in terms of distance, the school will potentially draw from houses to the south of the development which maybe closer than those in Zones T etc

The admission arrangements for the school will need to take this into consideration.

In the design of this school we would expect that the design would maximise the use of all available space given it is a constrained site. We would also expect that there is consideration of measures that maybe necessary to mitigate the impact of noise from the industrial site and railway.

The flow of traffic pedestrian and vehicular will need to be managed so that there is not a cross over at the key times for the school day with the retail development. It is assume that there will be good pedestrian walking links across the development site.

Local Authority Highways Section

No Objections

Advertisement

Major Development/ Setting of a Listed Building/ Departure from the Development Plan/ EIA Development

Posted: 03.04.2014

Expired: 24.04.2014

Notifications

Sent: 8,345

Replies: 3

Expiry: 04.04.2014

Addresses Consulted

Consultation letters were sent out to a wide number of addresses surrounding the site.

Summary of Responses

- Should be more green area in the area close to the school
- The employment area is too large (judging by the amount of vacant sites that there are in Harrow at the moment) and so this area could be reduced and be green instead –

this would be a benefit to the school and residents

- Question why the school needs to be built in the first phase. Their original plan was to build in phase two – there is no statement of intent in the original outline planning permission suggesting that this school should be a priority.
- Land classification D1/D2 which the school is incorporated in has a different land area as noted under the previous consultation for this site
- Land securities have now finally admitted Harrow View is the busiest section of road in relation to Kodak – despite this there were happy to present their original plans
- The local road infrastructure is not able to cope with the current levels of traffic – the proposed relocation will not solve this issue, it will make matters worse

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 and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

On 11 October 2013, the Greater London Authority [GLA] published Revised Early Minor Alterations [REMA] to The London Plan 2011. From this date, the REMA are operative as formal alterations to The London Plan 2011 and therefore form part of the development plan for Harrow.

MAIN CONSIDERATIONS

Principle of the Development

Standard of Design and Layout

Residential Amenity

Traffic, Parking, Access, Servicing and Sustainable Transport

Provision of Community/ Leisure Facilities and School

Sustainability and Climate Change Mitigation

Accessibility and Inclusivity

Environmental Impact Assessment (EIA)

S17 Crime & Disorder Act

S.106 Planning Obligations and Infrastructure

Equalities Impact

Statement of Community Involvement

Consultation Responses

Principle of the Development

This application seeks a minor material amendment (Section 73 of the Town and Country Planning Act 1990) to outline planning permission granted under reference P/3045/11 for

the comprehensive phased mixed use development of the land at Harrow View and Headstone Drive. The amendments seek a land swap between Zones A and P, which would entail the relocation of the proposed primary school (up to 3,630 sqm) from Zone P to Zone A (in Phase 1) to ensure the delivery of the school. The leisure (up to 1,155 sqm) and community centre (up to 1,562 sqm) will in turn be relocated to Zone P. An interim energy centre will also be located within Zone A to supply Phase 1. The proposed land swap between the two different phases of the development would not entail any changes to the quantum of development or the original proposals that have been approved under the outline permission.

The applicant seeks this land swap due to the phased nature of the redevelopment would mean that the school which was in Zone P (Phase 2) of the outline permission would be sited close to the existing busiest and high rise part of the Kodak Factory and therefore the operator would not permit the earlier release of the site for the school use. As the school is required to bring forward the housing delivery on this site and to meet local need, a land swap is required. An interim energy centre is required for Phase 1 as the land that the proposed district energy centre which is located in Phase 3 of the development is currently not in the applicant's control.

Since the grant of the original application P/3405/11, the Harrow Unitary Development Plan (2004) has been replaced with Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013. The 2011 London Plan has been subject to minor alterations in 2013. Further draft minor alterations (FALP) to the London Plan have been published by the Mayor in January 2014. Consultation on the draft alterations was held during January 2014 to April 2014. The FALP has been primarily prepared to address key housing and employment issues. The draft FALP identifies Harrow and Wealdstone as an opportunity area and therefore will support development proposals with higher densities to meet London's housing needs. The FALP seeks to increase the minimum annual housing target for Harrow from 350 to 593 per annum.

The subject site is identified as a development opportunity site in the AAP and falls within the Wealdstone West sub area Site 2 (Kodak and Zoom Leisure). The site allocates a minimum output of 1,230 jobs and 985 new homes to be achieved through a comprehensive mixed use led redevelopment of the site.

As the principle of the comprehensive phased development of the site has already been established under application ref: P/3405/11, it is considered that for the purposes of this minor material amendment application, aspects relating to the considerations listed below which formed part of the material considerations under the substantive outline permission do not need to be duplicated under this current application.

employment designation, and strategic industrial land consolidation

provision of out of centre retail use

green grid and impact on views

mitigation for loss of open space

Health Centre

Noise

housing provision and affordable housing

impact on heritage assets and setting of headstone manor

*flood risk and drainage
ecology and biodiversity
land contamination and remediation
trees and new development*

Whilst it is noted that a section 73 application, if approved, gives effect to a new planning permission, the changes in the regional and local development plan policies do not give rise to a different conclusion to that reached in the outline permission P/3405/11 for the material considerations listed above. Furthermore, at time of considering the outline permission, significant weight was afforded to the emerging development plans, which were at an advanced stage in the adoption process. There has been no significant change in the policies that were referred to in draft form in the outline application to that which have now been formally adopted. Accordingly, a thorough re-examination of the principle of the proposed redevelopment and the land uses does not need to be revisited in this new application, but the detailed assessment set out in this application should be read in conjunction with the Officer's committee report for P/3405/11.

The material change to this application as stated above only seeks a land swap between two different zones within the approved scheme. The scale and floor areas for the proposed school, leisure centre and community centre would remain the same as previously approved in the outline scheme and as such, there would be no net changes in the proposed land uses. The proposed interim energy centre would be integrated within the retail element of the development in Zone A and will supply energy to Phase 1. This will be decommissioned when the district energy centre located in Zone K has been brought into use.

The NPPF outlines 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"*. The Local Authority in order to tackle the issue of school place deficiencies is currently undertaking a school expansion programme across a number of primary schools within the borough in order to meet the growing demand for school places. The early delivery of the new school on this site is essential to ensure that the development has the required social infrastructure in place to meet the projected child population increase likely to be generated by the proposed development and to also absorb some of the primary school place deficiencies that exists in the wider locality.

On this basis, the principle to swap the two different zones would be acceptable and the proposal as a whole would not give rise to any conflict with the development plan.

Standard of Design and Layout

Policies 7.4B and 7.6B of The London Plan 2011, Core policy CS.1 of the Harrow Core Strategy 2012, and policies AAP3 and AAP4 of the Harrow and Wealdstone Area Action Plan 2013 seeks to ensure that all development proposals achieve a high standard design and layout. Development within all three sub areas of Wealdstone as set out in the AAP will be required to *inter alia* strengthen the district centre and improve the environment and identity of the Wealdstone area as a location for business and industrial activity and for family living. Criterion E of policy AAP3 sets out the design parameters that should be taken into consideration when assessing development proposals within Wealdstone West sub area, which *inter alia* includes the plan's vision to improve the link between the west

sub area of Wealdstone and the district centre, design which creates a sense of place that is related to and extension of Wealdstone and make provision for community uses that are not appropriate to locate in the district centre.

Permission granted under P/3405/11 was in outline form with all matters reserved and as such, the detailed aspect of the development relating to design and layout would form part of a reserved matters application. However, the application was submitted with parameter plans which set out the quantum of development, indicative building heights and a general site layout for the different land uses. Along with parameter plans, the applicant submitted a Harrow View: Design Guidelines which sets out the overall vision and quality of the various elements of the development stages such as massing, scale, frontage, access, orientation, public and private amenity, architectural quality, materials and colours. This Design Guidelines also formed part of this minor amendment application.

In assessing the outline permission, due regard was given to the AAP which was in draft status at that time. Save the proposed minor amendment to relocate the school from Zone P to Zone A (Phase 1) and in turn to locate the leisure and community centre to Zone P, including the provision of an interim energy centre in Zone A, the proposals would not significantly alter the approved layout of the approved scheme. The height of the proposed leisure and community centres would be a maximum of 3 storeys in height (15 metres max) and the proposed school is shown to have a maximum height of 2 storeys (12 metres max). The height of the individual buildings would be the same as that approved in the outline permission.

Whilst the land swap would entail the possibility of a 3 storey building being sited on the frontage of Harrow View in place of originally approved school (2 storey maximum), it is considered that the height, albeit a maximum of 3 storey, would have no detrimental impact upon the streetscene in terms of its massing given that the employment uses to the north of the relocated leisure and community uses are shown to be a maximum 3 storeys. The height of the interim energy centre is not specified in the Design Guidance, however, the scale and appearance is reserved and therefore this can be considered as part of the detailed reserved matters application.

In conclusion, it is considered that the proposed land use swap between Zones A and P would give rise to no conflict with the development plan policies stated above and would not significantly alter the character of the approved outline permission P/3405/11.

Residential Amenity

Policy 7.6B, subsection D, of The London Plan (2011) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. There are no specific policies within the AAP which deal with safeguarding residential amenity but eludes that development proposals would be required to meet policy DM1 of the Development Management Policies Local Plan (2013), which seeks to ensure that “proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted”.

In assessing the impact of the proposed redevelopment upon existing surrounding residential amenity, full regard was given to the siting and the scale of the development and its impact upon the adjoining land uses in the granting of the outline permission under P/3405/11. Whilst the adoption of the local development framework has introduced a new

suite of policies, the thrust of the development plan policies in place to safeguard residential amenity essentially remains the same as the previous UDP policies. There have been no significant changes to the site circumstance of the immediate vicinity to warrant a different view in this current application.

In assessing the specific land swap between Zones A and P, this would give effect to placing a potentially 3 storey building (community/ leisure) in place of the 2 storey building (school) in Zone P, fronting Harrow View. However, the height of the building to be relocated to Zone P would maintain a sufficient buffer from the proposed 2/3 storey terraced dwellinghouses located to the south and east of the proposed leisure/ community centre buildings.

The relocation of the school to Zone A would be separated by an access path from the 2/3 storey terraced dwellinghouses located to the north-west of the proposed school building. Given the maximum two storey height of the proposed school building, it is considered that the distance maintained would ensure that there would be no undue impact upon the future occupiers of the dwellinghouses to the north-west in terms of loss of light, outlook or privacy. Similarly, the new school building would be separated from the proposed health centre to the south-west by the proposed pedestrian/ cycle through route and from the proposed retail unit to the south-east by the proposed car park. As such, there would be no undue impact on these buildings/ uses. It is noted that the relocation of the school to the south east corner of the site fronting residential development could potentially increase noise activity related disturbance, in particular during drop offs and pick offs and the out of hours use of the Multi Use Games Area (MUGA). However, given the ambient levels of noise emanating from the existing land uses surrounding the development site such as Waverly Industrial Estate, traffic along Headstone Drive and the railway lines, it is considered that the level of associated impacts would be diluted by the surrounding noise impacts. Furthermore, the relocation of the school to Zone A would have no greater impact than the previously approved community/ leisure centre.

In conclusion, it is considered that the proposed material minor amendment involving the land swap between Zones A and P would have no adverse impact upon existing and future land uses.

Traffic, Parking, Access, Servicing and Sustainable Transport

The scheme masterplan is to be delivered in 5 separate and distinct phases denoted as 1a, 1b, 1c, 2 and 3 spanning an anticipated period of a total of 10 years. The phasing would inherently generate variations of traffic flows at various junctions on the road network as phases progress as compared to those anticipated on full scheme maturity. The Council is satisfied that once the required mitigation is provided from the onset of the initial phases as presented in the outline consent then each phase will be afforded the necessary provisions to function with minimal detriment to the surrounding road network.

The applicant now seeks alterations to the masterplan agreed at the outline consent stage via this section 73 application in order to facilitate a land swap between zones A (phase 1A) and P (phase 2) which would entail the relocation of the primary school (up to 3630 sqm) from zone P to zone A. In turn the leisure and community centre use (up to 1155sqm) would be relocated to from zone A to zone P.

Transport /Traffic consequences of land swap

As the school is considered the most significant peak time traffic generator within the realigned location of uses it therefore merits further detailed consideration of the net

impacts on the highway network. This is considered necessary as the relocation of the school will restrict natural and dynamic traffic redistribution which would otherwise have been allowed to occur through both the Headstone Drive and Harrow View access/egress points at the latter phase 2. The proposal would now concentrate traffic movements fully onto the existing Headstone Drive access/egress only thereby increasing use intensities at the school 'drop off' and 'pick up' times over and above those previously assessed. The crucial and relevant morning peak traffic hour will be most affected by the 'land swap' with little or no consequence to the pm peak.

Traffic Generation

Appraisal of Headstone Drive site access/egress

This location is currently used as an access point into and out of the site and is a simple priority junction with a flared kerb-line on the north side of Headstone Drive which appears to cut into the site. As per the outline permission the applicant proposes for this arrangement to remain in order to part serve the employment B1/B2/B8, C2 Care Home, D1/D2 community leisure/school use, Retail A1-A5, and substantial C3 residential provisions within the main Harrow View East site.

The impacts of school traffic broadly avoid pm peak traffic hours however the am period will be affected. The Headstone Drive access would therefore experience a potential additional uplift of approximately 25% in traffic activity as compared to the retail/residential/health centre/employment uses assessed at the original outline stage.

This can be surmised as a potential increase of some 100 vehicles on the Headstone Drive corridor during the am peak as a direct result of the school relocation as compared to the extant outline permission predictions with the school contained within phase 2. This equates to a potential total of approximately 1650 (2-way) vehicles using the Headstone Drive corridor at (and including) the junction itself during the am peak period with a commensurate reassigned and marginally diluted impact on surrounding key junctions with particular reference to the 'Goodwill to All' junction.

On this premise, this and surrounding junctions have been re-examined for their suitability to cater for such additional redistributed traffic burden in the form of a priority junction as is the case at present. The Consultant's findings suggest that in theory the junction in this form would function adequately with insignificant queuing on Headstone Drive for projected future years when the above uses are considered.

As in the case of the original outline consent Officers are concerned that in practice the concentration of vehicular activity including service requirements is likely to impact on traffic free-flow on Headstone Drive especially during the early phases and it would be expected that mitigation would be introduced to cater for anticipated demand. It is however accepted that once all the scheme phases are completed then traffic intensity will potentially reduce at this juncture given the full availability of the Harrow View access/egress point which would inherently assist in diluting pressures on the Headstone Drive junction.

The mitigation would be designed in conjunction with the associated junction improvements for the 'Goodwill to All' junction given the mutual proximity of both and the resultant need to provide a coordinated and cohesive design approach.

Harrow View East and West - Site access onto Harrow View

The 'land swap' related to this s73 application will reduce direct impacts on this junction for the relevant phase as anticipated related activities from the leisure and community uses at peak traffic times are less than would result from the primary school and hence do raise any measurable concerns.

Harrow View/Headstone Drive 'Goodwill to All'

It is acknowledged that the existing junction exhibits significant capacity issues on the majority of its 4 feeder arms during both morning and evening peak periods. There are no incorporated pedestrian facilities within the signal stages which has been a historical deficiency owing to the challenge of optimising traffic flows as such provisions would potentially prejudice this aim. However it is now a key consideration as pedestrian footfall will substantively increase owing to school patronage and combined use impacts at full scheme maturity thereby further increasing the need for pedestrian provisions.

As examined at the outline application stage it was considered that a solution to current and projected capacity issues is feasible by way of a comprehensive redesign of the junction together with enhanced pedestrian facilities lacking at present. It is also anticipated that some increase in capacity and reduction in peak period vehicle queuing in future projected years is achievable. Final designs with outcomes are to be undertaken in-house in partnership with Transport for London. The extant outline consent achieved a sum of £1,000,000 which was considered appropriate to secure under legal agreement in order to facilitate further in-house work and anticipated substantive statutory undertaker diversion works culminating in an end product that is better poised to accommodate current and projected future traffic and pedestrian demands.

'Whole Site' Framework /School Travel plan (FTP/STP) background

An agreed Framework Travel Plan (FTP) had been submitted at the outline stage on an area wide basis encompassing the whole site. Specific and detailed travel plans will therefore emerge and inform this overarching FTP as the development evolves through the phased build. This approach conforms with Transport for London's (TfL) guidelines as it addresses all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. Owing to the long term and phased evolution of the project the FTP adopts a broad brush overarching approach in order to maintain flexibility to cater for an environment of change related to individual detailed travel plans as they are produced on a scheme phase by phase basis over the projected 10 year build period.

The FTP represents a long term strategy for managing travel by residents, employees, visitors and delivery related activities. It supports measures that promote and support sustainable travel choices and reduce single occupancy car journeys. These measures would for example include marketing and promotion of sustainable travel modes, encouragement of travel smart initiatives, promotion of car clubs, car sharing and working from home.

Implementation, monitoring and management of the FTP is to be undertaken by an appointed Travel Plan Co-ordinator who will work in partnership with Harrow and TfL together with stakeholders within the site. Therefore under the FTP an overall modal shift target for the reduction in private car travel linked to the site would be in the order of 10-20%.

Owing to the advancement of the primary school element, the applicant has produced a School Travel Plan (STP) to complement the sustainability objectives of the FTP. The

primary school will have a maximum enrolment of 630 pupils hence it is key to achieve modal shift toward sustainable travel means at the earliest stage in order to mitigate against impacts on the Headstone Drive corridor resulting from the advancement of the school provision.

To achieve this aim, agreed modal shift targets of 10% relating to reducing private car school trips with encouragement of all sustainable travel modes such as walking, cycling, public transport use would reduce by an approximate 20 + private vehicle bound travel during the peak morning hour over a period of 5 years. This estimated reduction also incorporates percentage trip reductions arising from pass-by and linked trips and the mixed tenure of the development. The reduction would therefore be contributory to the lessening of impacts during the projected 10 year development phasing at which time a full review would be undertaken to ensure that the individual STP generated over this 10 year period would suitably conform to FTP 'whole site' objectives at that juncture. Review and monitoring would continue on a yearly basis following completion to maintain compliance reflecting the specific need to accommodate sustainable modal shift within the Harrow and Wealdstone Area Action Plan. The school will be encouraged to participate in an accreditation scheme run by Transport for London known as STARS (Sustainable Travel Accredited and Recognized) which provides a robust framework for achieving sustainable transport targets and for increasing effectiveness year on year. This will importantly allow for a third party scrutiny overview of the school's travel plan which will serve as a strong incentive to reach the highest possible standard which is graded from bronze to gold.

Parking Quantum Provisions/ Parking Management Strategy (PMS)

The outline status of the extant permission and parameter based approach adopted for the proposals does not furnish the Council with scheme details such as parking locations and their interaction with the street scene and proposed uses throughout the development. As the overall scheme would progress on a phased basis these important aspects of detail would be appraised within future planning applications. This means that at the outline stage, a 'strategic overview' was cast over the proposal which only allowed for determining total parking quantum and their anticipated apportioning for each phase together with appropriate mechanisms that can be applied to establish an internal parking management regime. This approach aided compliance with exemplary design aims which seek to apply adequate parking restraint with promotion of sustainable travel modes and producing an effective and unhindered functional internal road network.

The total quantum of parking provision for the redevelopment i.e. 1257 designated spaces would be established once the scheme is fully formed within an anticipated 10 years from scheme commencement. To achieve this aim the scheme would progress in 5 separate phases denoted as Phases 1a, 1b, 1c, 2 and 3. As a result the final parking provisions are to be built up incrementally and apportioned for each use class demand.

In terms of this s73 application a car parking management plan has been submitted to help mitigate against the impacts of the resultant 'land swap' use changes. A broad management plan has been submitted in advance of further reserve matters applications coming forward and this analyses how all the proposed site uses will function within the constraints of the overall parking provisions established within each land use zone at the outline application stage. For the purposes of this s73 application it is considered appropriate to fully vet the plan at the latter reserved matter application stages with a particular focus on the impacts of the 'land swap' and management of school related traffic movements at this stage of proceedings.

As described earlier it is likely that somewhere in the region of 100 + vehicles are likely to impose on the Headstone Drive corridor and main access in addition to the baseline traffic movements established at the outline permission stage. As a consequence any additional generated parking quantum requires control and management as there is a need to avoid undue parking displacement onto the nearby public highway which may otherwise contribute to injudicious parking resulting in interrupted traffic flows on this heavily trafficked corridor. As this clearly needs to be avoided it is accepted that a logical and proactive approach should be applied with the provision of an element of on-site parking to mitigate against such potential detrimental impacts.

It was originally intended to include a proportion of parking provision for school usage within the proposed multi storey car park (MSCP) to be located within zone K of the proposal. However as this will be delivered at a latter 3rd phase stage it will not be possible to utilise this facility at this stage hence for the purposes of this application it is proposed to develop a parking management strategy within zone A as follows:-

- A temporary managed parking area within the proposed car parks (originally amounting to approximately 150 spaces at the outline consent) allocated for the retail and previous leisure and community uses in order to facilitate primary school teacher, student and residential unit related demand amounting to 51 spaces in line with predicted parking demand established at the outline stage.
- It is anticipated that somewhere in the region of 100 vehicles will drop off/pick up children during the busiest am (8.30 -9.00) and pm (15.30- 16.00) periods. As these are short term events some of these vehicles can be absorbed within the redesigned car park area consisting of 152 spaces especially during the am period, where parking demand from the main retail outlet would be relatively low with commensurate spare car park capacity. There will however be less available spare capacity during the pm 'pick up' period during this busier retail period hence parking overflow outside of the main parking area within zone A can be anticipated. To remedy this some on-street parking within the site would be anticipated to be provided in an area between the school and Health Centre footprints. A quantum of at least 50 spaces should be provided within this area to help manage demand.

The above arrangement would be maintained until the MSCP is complete and in use at phase 3. Prior to completion of phase 3 the Council would reassess parking provisions and their locations with a transfer of a quantum of parking into the MSCP as originally intended at the outline permission stage thus freeing up a proportion of space for the other uses in zone A as per original design parameters. This review would occur at a future reserved matters stage toward the conclusion of the scheme in its entirety.

However until that point the possible implications on the retail, employment, Health centre and residential uses would be reduced parking availability within zone A. The applicant has underestimated school parent parking demand especially at pm pick up times by assuming a linear profile relating to a parking dwell time of parents. In reality this pm 'pick up' parking demand is likely to impact on other such demand generated by the larger retail store and other uses. It is noted that a percentage of linked trips will occur with parents stopping off to pick up their siblings and shopping at the retail outlet thereby lessening net impacts of overall parking demand however with the predicted demands for all uses it is apparent that the proposed car park of 152 spaces is insufficient to service all of the land uses.

As a consequence it is probable that school traffic will either park in a haphazard manner within zone A or alternatively will consider parking on Headstone Drive itself which needs to be avoided given its heavily trafficked nature. Notably any success in modal shift via the school travel plan will contribute to a further lessening of private car usage however the desired reductions associated with this travel mode will take some time to achieve reductions on final parking demand. It is therefore considered that in order to best manage the impacts of school generated uplift in parking demand a series of interventions need to be brought forward to achieve minimal detrimental impact on the highway network described as follows.

Appraisal of Highway related Interventions specific to the s73 proposal

To facilitate and mitigate against possible impacts of the s73 proposal there will be a requirement to advance the release of some of the financial contributions achieved at outline consent via legal agreement.

This is appraised as follows:-

Headstone Drive corridor

Harrow View/Headstone Drive 'Goodwill to All'

As addressed at the outline application stage and earlier in this report it is acknowledged that the existing junction exhibits significant capacity issues on the majority of its 4 feeder arms during both morning and evening peak periods. There are currently no incorporated pedestrian facilities within the signal stages as such provisions may compromise optimum traffic flows. However, there is now a need to accommodate a pedestrian facility based on current and projected pedestrian demands. A sum of £1,000,000 was therefore considered appropriate to secure under legal agreement at the outline permission stage for a comprehensive redesign of the junction with enhanced pedestrian facilities. This sum also includes for a review of traffic calming measures in nearby residential roads.

Headstone Drive site access/egress

As in the case of the original outline application stage the Council is concerned that in practice the concentration of vehicular activity including service requirements is likely to impact on traffic free-flow on Headstone Drive especially during the early phases and it would be expected that mitigation in the form of a mini-roundabout would be introduced to cater for anticipated demand. This provision would be designed in conjunction with the associated junction improvements for the 'Goodwill to All' junction given the mutual proximity of both and the resultant need to provide a coordinated and cohesive design approach. This has been costed at £60,000 and is secured within the existing legal agreement related to the extant outline permission.

Parking displacement

It is probable that some parking generated by the use demands predominantly generated by the school relocation may overspill onto the neighbouring highway network namely Headstone Drive in proximity of the school and this is to be avoided. Most of Headstone Drive is covered by all day waiting restrictions however there are sections of road that exhibit part time restrictions i.e. not operating for the full working day which parents may consider as convenient to park on. On this premise, it is considered that a thorough 'in-house' review of the local waiting restrictions is undertaken after a suitable monitoring period following completion and occupation of the school at phase 1a in order to facilitate alterations to the on-street parking regime if monitoring reveals ensuing parking issues. This may include the upgrade of restrictions with implementation of a school safety zone

and other identified and appropriate control mechanisms.

Allocated monies of £130,000 agreed at outline consent towards introducing/reviewing parking controls were agreed to be released following occupation of the final phase of development.

Pedestrian Environment

With anticipated footfall generated by school patrons resulting from a percentage of parents and children utilising sustainable transport mechanisms it recommended that the corridor is again reviewed 'in-house' in order to audit the existing pedestrian environment which includes the formal crossing facilities of which there are 2 located adjacent to the Princes Drive and Walton Road junctions with Headstone Drive with consideration of further pedestrian enhancements if feasible.

Allocated monies of £270,000 agreed at outline consent toward the cost of reviewing and implementing pedestrian improvements on this corridor were agreed to be released prior to commencement of phase 1a which neatly coincides with intention of the council to intervene with remedial proposals for potential school related impacts.

It is noted that once appropriate interventions have been investigated and applied there will be further potential for an increase in modal shift toward sustainable travel by virtue of applying parking restraint measures and enhancement of the pedestrian environment.

Traffic Calming with nearby residential roads

The sum of £1,000,000 referred to earlier was also secured by way of legal agreement to include for the consideration and review of traffic calming measures in nearby residential roads. Owing to the likely increase in school traffic as alluded to it now considered appropriate to advance a monitoring and review regime with regard to the aspect traffic calming within the proximity of the site. However, in order to trigger the release of the said monies the applicant has agreed to pay the 'Advance Sum' payment of £50,000 in order to progress the review.

Construction Logistics Plan (CLP)

This is an agreed requirement of the outline consent given the prime Core Strategy AAP prominence and sensitivities of the local road network coupled with the uniqueness of potential impacts and activities resulting from each phase. A full and detailed CLP will continue to be a requirement prior to commencement of phase 1a in order to minimize/avoid potential detriment to the public realm.

It is therefore concluded that the principle of this s73 application redevelopment is broadly acceptable subject to application of potential mitigation measures funded by secured monies toward public realm improvements via legal agreement as outlined within this report. The acceptability of final design layouts will be subject to future detailed planning application submissions for each phase to best ensure conformity with the outline consent (or any subsequently agreed future revisions) and Local Development Framework Core Strategy objectives.

Provision of Community/ Leisure Facilities and School

The principle of providing a new community centre, a new school and re-provision of a leisure centre was considered acceptable in the outline permission P/3405/11.

The London Plan (Consolidated with Alterations since 2011), highlight the importance of

ensuring London has physical infrastructure adequate for the needs of a growing city. It includes policies relevant to Harrow, including *inter alia* the protection and enhancement of social infrastructure (Policy 3.16), provision of new and retention of existing education facilities (Policy 3.18), and sports facilities (Policy 3.19).

The Core Strategy establishes that housing and economic growth within the Borough must be matched by investment in social and physical infrastructure provision. As Harrow grows and changes, care for the Borough's natural resources and local environment becomes a significant consideration in the way different land uses are managed. The Harrow and Wealdstone Area Action Plan does not specifically contain policies for the provision of new or the retention of existing community, sport and educational facilities within the overall Heart of Harrow (policy AAP16 only applies to the Harrow Town Centre). As such, policies DM46 and DM47 contained in the Harrow Development Management Policies Local Plan set out how certain types of infrastructure provision will be managed or protected, such as community, sports and education facilities. In addition to the adopted development plan policies, the Council's Infrastructure Assessment and Delivery Plan (IPD) (2014 version) which informs the delivery of the objectives set out in both the regional and local plans and provides an status update on what the current deficiencies are in relation to key physical and social infrastructure provision in the borough.

Further to the above, the recent FALP (2014) reinforces the need to support proposals for provision of new school at both primary and secondary levels to meet the projected population growth during the plan period.

New School

The IPD highlights the deficiency of schools places over the plan period both at primary and secondary levels. This report sets out that during the 10 year plan period there is a need for an additional 21 forms of entry required at primary school level and 23 forms of entry at secondary level during the plan period. The proposed school would comprise a three form entry primary school of up to 3,630sqm floor area and would include a multi use games area (MUGA). The principle to provide a primary school on this site has already been established under P/3405/11. The adoption of the local plan does not change the position on the need to provide school places for the existing and projected population growth. In this regard, the principle of the school is considered acceptable.

In assessing the relocation of the school to Zone A in the southern corner of the site, this has been found to be acceptable in terms of its impact upon the proposed adjoining land uses, its impact on highway safety and parking and its impact on the wider area. It is noted that the Council's Education department have raised a preference to retain the school in Zone P as this location would be more central to the residential development to the western side of the Kodak redevelopment site. However, the relocation of the school would still be within adequate walking distance from the proposed development on the western side of Harrow View and overall the Council's Education department welcomes the provision of a new school on this site to meet the needs of the surrounding area.

The outline permission granted under P/3405/11 required that the land in which the school was to be located (Zone P) was to be set aside for development of the school upon commencement of phase 1 of the scheme. As discussed above, the fundamental problem with constructing the school on Zone P would be that it cannot be brought into use until the main operations of the Kodak factory have ceased, which in turn would have implications upon the delivery of housing across the other phases, if the appropriate infrastructure is not put into place first.

In conclusion it is considered that the proposed relocation of the school to Zone A would be acceptable for the reasons discussed above and the proposal would give rise to no conflict with the above stated policies.

Community Centre

The IDP identifies that there are currently 40 community centres and halls in the borough. The number of facilities in Harrow is comparable with other London boroughs, and while the results of recent residents' surveys does not suggest a perceived need for additional community hall provision, the age of many of the centres, with many built prior to 1945, does give rise to qualitative issues.

The proposal would allow for the construction of a community centre with up to 1,562sqm floor area. Policy AAP3 criterion E(e) states that proposals should make provision for community uses that are not appropriate in the district centre. The proposal for new community facilities is further reinforced under policy DM46 of the DMP. As discussed above, the principle of the community centre has already been established in the outline permission. The quantum of the community floor space would remain the same as that approved in the outline permission and there have been no significant changes to warrant a different view to that reached in the outline application. The relocation of the community centre is found to be acceptable in terms of its impact on adjoining land uses, its impact upon highway safety and parking and its impact on the wider area.

Leisure Centre

The Harrow View West site includes approximately 4.3 hectares of playing fields, which comprised part of the former Zoom Leisure private sports facility (total area approximately 7.9 hectares, including car parking). An indoor leisure facility also occupies the site, alongside associated car parking. The loss of this facility and the redevelopment on open space has already been found to be acceptable in the approval of the substantive outline permission. In the outline permission the proposal to provide for a 1,155sqm private leisure facility in Zone A of the development was considered acceptable and was considered to provide adequate compensation for the loss of the Zoom Leisure health and fitness suite. The proposed relocation of the leisure centre to Zone P is considered to be acceptable in terms of its impact on adjoining land uses, its impact upon highway safety and parking and its impact on the wider area.

In summary, it is considered that the proposed land swap between Zones A and P of the approved masterplan is considered to be acceptable for the reasons outlined above and would meet the policy aspirations set out in the regional and local development plans.

Sustainability and Climate Change Mitigation

Paragraphs 96-98 of the NPPF relate to decentralised energy, renewable and low carbon energy. Chapter 5 of the London Plan contains a set of policies that require developments to make the fullest contribution to the mitigation of, and adaptation to, climate change, and to minimise carbon dioxide emissions. Specifically, policy 5.2 sets out an energy hierarchy for assessing applications, as set out below:

- 1) *Be lean: use less energy*
- 2) *Be clean: supply energy efficiently*

Policy 5.3 of the London Plan seeks to ensure that future developments meet the highest standards of sustainable design and construction, whilst policies 5.9-5.15 support climate change adaptation measures. This is further reinforced by policy C1.T of the Core

Strategy and policy AAP10 of the AAP. The early alterations to the London Plan (REMA 2013) make no changes to the original 2011 policies stated above. The further draft alterations to the London plan (FALP 2014) inserts a new policy 5.4A relating to electricity and gas supply. It requires that in case of major applications, developers should engage at an early stage with relevant boroughs and energy companies to identify the gas and electricity requirements arising from their development proposals. This policy is still in draft form and as such limited weight is afforded to this. Notwithstanding this, the supporting energy statement does provide details on the projected demand for heat and electricity.

In the original outline application, the applicant had submitted an Energy Statement, which detailed the likely energy demands for the proposed development and proposed energy supply measures. A Sustainability Statement had also been submitted, which appraised policy and reviews project specific targets in relation to matters such as energy, water, resource conservation, waste management, biodiversity and pollution control. The Energy Statement was fully assessed in the Officer's Committee Report in line with the energy hierarchy set out under policy 5.2 of the London Plan. Other than the minor changes involving the land swap between Zones A and P and the inclusion of an interim energy centre in Phase 1A, there is no changes to the quantum of development and accordingly there is no need to reiterate the energy strategy proposed for the whole development site for the purposes of this application. In addition, other than the draft proposal to insert a new London Plan policy 5.4A, there have been no material changes in the development plan policies to warrant a different conclusion. However, since the approval of the previous application, The London Plan policy 5.2B requires that for Residential and Non-Residential buildings the target for carbon dioxide emissions reduction is 40% (for 2013-2016), improvement on the 2010 Building Regulations. The Energy Strategy submitted in the outline application and the addendum Energy Strategy submitted under this s.73 application both assume a target of 25% reduction, which was the target for the period 2010-2013. Notwithstanding this, condition No.9 which was attached to the outline permission P/3405/11 requires a detailed Energy Strategy to be submitted as part of a Reserved Matters application and makes provision for details to be submitted in line with the relevant regulations prevailing at the time of the application. This condition would be reattached to this s.73 application. As such, it is considered that the attached condition would permit a review mechanism of the detailed energy strategy in line with the appropriate carbon reduction target prevailing at the time of the Reserved Matters application.

In assessing the proposal to provide an interim energy centre to supply Phase 1a of the proposed development, the applicant has provided an addendum to the energy strategy for this interim energy centre. This states that *"The proposed interim centre would be integrated with the retail element of the development in Phase 1a. The energy centre will contain gas engine CHP and gas boilers of sufficient capacity to deliver the required CO₂ reduction for Phase 1a. The Phase 1a buildings will be connected to a buried district heating network, supplied from the interim energy centre. The design of the district heating network will be future proofed to allow the supply to be switched to the central energy centre that will be delivered as part of Phases 2/3. The Phase 1a interim energy centre will be decommissioned following the connection of the central energy centre should this source represents a more efficient solution."*

This addendum also makes reference to the interim arrangements that are to be put into place for Phase 1b of the development which is located on the Harrow View West side of the development. The outline permission required that the five blocks of flats located to

the front of Phase 1b should be supplied by the district heating network which is located in Phase 2 (Harrow View East side). As Phases 1c, 2 and 3 would be delivered at a latter stage, it is proposed to provide a high efficiency gas boiler communal heating system to supply the blocks of flats in Phase 1b. This system would be future proofed to allow connection to the district heating network when it is delivered. The potential to supply energy to Phase 1b from the interim energy centre located in Phase 1a has been explored and discounted for a number of reasons which have been detailed in the addendum Energy Strategy, which include reasons such as the disruption to the traffic along Harrow View and Headstone Drive in installing the network connection between the two Phases, the cost of installation and the amount of heat loss within the pipeline to the five blocks given the distance between the two Phases. It is considered that the interim arrangements for Phase 1b, given the circumstances set out in the addendum Energy Strategy and subject to this Phase being connected to the district heating centre once it has been delivered, would be acceptable.

As stated above, the addendum provided in support of this minor amendment application still makes reference to a target reduction of CO₂ of 25% for both residential and non-residential buildings. In addition to the condition attached requiring a detailed Energy Strategy as part of the Reserved Matters application, a informative is attached informing the applicant the requirements of the London Plan to deliver the requirements CO₂ target reduction of 40% for the plan period 2013 – 2016 and that this should be demonstrated in the future detailed Energy Strategy submitted as part of the Reserved Matters application. In such a case where this target reduction cannot be achieved then the applicant should provide an energy viability appraisal for the development in support of their application.

In conclusion, the proposed interim energy centre for Phase 1a and the interim energy supply for the five blocks of flats in Phase 1b are considered to be broadly acceptable, however, the level of CO₂ target reduction stipulated in the addendum Energy Strategy would not meet the target set out for the period of 2013-2016 under policy 5.2B of the London Plan. The condition that was attached to the original outline permission has provisions built in to deal with relevant CO₂ target reduction in line with the regulations prevailing at the time when the Reserved Matters application would be forthcoming. Accordingly, it is considered that this proviso will ensue that the detailed Energy Strategy is produced in line with the requirements of the London Plan. An informative is also attached advising the applicant of the requirements of the London Plan policy 5.2B. On this basis, it is considered that the principle of the minor amendments sought in this application is considered to be acceptable and subject to the attachment of appropriate condition and informative the proposal would broadly meet the objectives of the above stated policies.

Accessibility and Inclusivity

Policy DM2 of the DMP and policies 3.5 and 3.8 of The London Plan (2011) seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.

Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Supplementary Planning Document *Accessible Homes* 2010 (SPD) outlines the necessary criteria for a 'Lifetime Home'. In addition for non-residential buildings the Council has adopted a Supplementary Planning Document 'Access for All' 2006, which provides detailed guidance on achieving an accessible design.

The application submitted under P/3405/11 was submitted in outline form with all matters reserved and therefore full details of site levels and designs of individual buildings were not before the Council for consideration at that stage. However, the details of site levels that are shown on the Parameter Plans demonstrate that an accessible public realm should be able to be created and a condition is therefore recommended to ensure that an accessibility scheme is provided with each reserved matter application. It is also recommended that a condition is imposed to ensure that all dwellings comply with Lifetime Homes standards, with 10% Wheelchair Homes compliance.

Environmental Impact Assessment (EIA)

The development falls within the thresholds set out in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the EIA Regs), whereby an EIA is required for the purposes of assessing the likely significant environmental effects of the development. A Scoping Opinion was issued by the Council on the 13 July 2011, commenting on the approach and methodology for assessing the impact of the following environmental topics:

- Transport;
- Air quality;
- Noise and vibration;
- Ground conditions;
- Water;
- Ecology;
- Landscape, townscape and visual amenity;
- Socio-economic;
- Archaeology and cultural heritage;
- Waste management; and
- Climate change and renewable energy.

An Environmental Statement (ES) was submitted as a supporting document to the outline application P/3405/11, which included environmental information under the above topics. Officers in relation to the outline application P/3405/11 were satisfied that this represented the environmental information for the purposes of Regulation 3 of the EIA Regs and detailed consideration of this information was undertaken in the appraisal sections of the Officer's Committee report.

Planning Practice Guidance states that 'A Section 73 application effectively creates new development consent' and 'an application should not be considered in isolation if, in reality, it is an integral part of a more substantial development' Further to this, it states that 'Where an EIA was carried out on the original application, the planning authority will need to consider if further information needs to be added to the original Environmental Statement'

An application was made to the Council seeking a screening opinion prior to the submission of this s.73 application which concluded that the development is EIA department. This screening was adopted on the 1st April 2014.

The approved development will have significant effects on the environment and as such an ES was submitted with the outline application. The change in location of the school, leisure and community cannot be considered in isolation but must be considered in light of the approved scheme. Subsequently the original ES remains relevant and an addendum

has been submitted to assess the additional significant environmental effects of the amended scheme. The screening opinion highlighted that the land swap between the School and the Community/ Leisure would raise additional traffic and parking impacts which were not assessed as part of the original outline planning approval.

The Environmental Statement addendum (ESA) submitted with this application provides an update in relation to the transport assessment, air quality and noise and vibration in light of the proposed land swap.

The air quality assessment took into consideration the car pollution impacts due to the relocation of the school, which concluded that there would be no significant traffic associated air quality impacts. The ESA further concluded that in relation to the air quality impacts of the s.73 application these are expected to be of negligible significance and no air quality specific mitigation measures are therefore recommended other than the use of a catalyst to minimise Oxides of Nitrogen (NO_x) emissions from the interim energy centre.

In relation to noise and vibration, the ESA found that for all road links, increase in road traffic flows would be less than 3%. The level of change would be considered to be not significant and therefore it concludes that noise level increase due to traffic will be imperceptible and of negligible magnitude and not significant.

In terms of the socio-economic benefits, the employment target set for the site would still be delivered.

The effects of the relocation of the School and Community/ Leisure buildings have been addressed in the above appraisal and the development is considered to be acceptable subject to appropriate mitigations put in place which would be secured by way of appropriate conditions and through the section 106 agreement.

S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy AAP4 of the AAP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal.

As the original application was submitted in outline form, detailed drawings of building design and layout were not before the Council for consideration at that stage. The development was considered acceptable subject to an appropriate condition requiring Secure by Design measure to be incorporated within the design of the development. Whilst this application seeks a minor amendment to the approved outline scheme, it is necessary to consider the extent to which the submitted Parameter Plans and Design Guidelines deal with secured by design issues in its revised form.

The majority of the site would be developed in a simple block structure, which is typical of the area. The Design Guidelines include stipulations that buildings with active frontages should surround the principal public spaces in the development and the illustrative masterplan indicates that an acceptable residential layout can be provided in terms of natural surveillance of streets, spaces and parking courtyards. Further consideration will be given to this issue at reserved matters stage.

Subject to conditions requiring Secured by Design measures to be incorporated and to ensure that the public open spaces, including the proposed Headstone Manor park, are adequately lit in line with that attached to the substantive outline permission, it is

considered that an acceptable arrangement can be provided throughout the scheme and the proposal would therefore not increase the risk or fear of crime.

S.106 Planning Obligations and Infrastructure

The outline permission granted under P/3405/11 was approved following the applicant (and relevant other parties) entering into a section 106 agreement to secure the provision of affordable housing on the site and appropriate funding to mitigate the impacts of the development. The terms and obligations of the section 106 dated 21st December 2012 would remain in force on any subsequent s.73 application made for the site.

The Council's Highway Authority has suggested that in order to bring forward the mitigation works at the junction of Headstone Drive and Harrow View the 'Advance Sum' of £50,000 which would be required prior to commencement of Phase 1, would be required in advance to enable the design of the junction to be brought forward. In addition to this, the section 106 agreement sets aside a sum of £130,000 towards introducing/reviewing parking controls which were agreed to be released following the occupation of the final phase. The Highways Authority suggests that a part release of these funds, in the region of £20,000 should be advanced and applied following the occupation of the school to mitigate any parking issues which may arise as a result of the relocation of the school.

It is considered that any advancement of funding towards highway/ parking improvements can be dealt with by a deed of variation of the original section 106 agreement independent to this s.73 application and therefore there is no requirement to condition this application to be subject to reaching a legal agreement.

Equalities Impact

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

Statement of Community Involvement

The NPPF, Localism Act and the Council's Statement of Community Involvement encourage developers, in the case of major applications such as this to undertake public consultation exercise prior to submission of a formal application.

The original outline application was supported by a Statement of Community Involvement which explained the programme of public consultation and community engagement that was carried out prior to the submission of the outline application. As part of its programme of community engagement, the applicant had initiated a number of public consultation exercises including extensive flyer distribution, press releases, various exhibitions and workshops as well as appointing an independent consultant focusing on place making, identifying the strengths and weaknesses of an area, its unique features and the exploitation of an area's positive features.

As the principle of development has already been established in the approval of the outline permission P/3405/11 and the applicant undertook an extensive public consultation exercise prior to the submission of the original outline application, it is considered that further public consultation at the level previously undertaken is not essential in this case given that the parameter plans approved set down the broad principles of the development. Notwithstanding this, the application did hold Public Information Events on the 3rd and 4th April 2014 post submission of this current s.73 application. The applicant had sent out 500 letters of invitation to local residents that had previously participated in the Harrow View consultation, as well as local representatives and stakeholder groups. A further 360 emails were also sent out to local residents. The applicant also advertised the public event in the local newspapers. Feedback was collated from the public event which generally focused on the overall masterplan as opposed to the s.73 application and the timing of delivery.

The Council also sent out letters of consultation to local residents in the surrounding area inviting them to make representations on the proposed s.73 application. The number of responses was significantly low compared to the fact that over 8,000 households were consulted.

Based on the above, it is considered that the minor amendment application gives rise to no prejudice to third parties.

Consultation Responses

- *Should be more green area in the area close to the school* – details pertaining to the landscaping for this phase and the whole development will be considered as part of the detailed Reserved Matters application.
- *The employment area is too large (judging by the amount of vacant sites that there are in Harrow at the moment) and so this area could be reduced and be green instead – this would be a benefit to the school and residents* – the quantum of various uses/development on the development site has already been established under the outline permission.
- *Question why the school needs to be built in the first phase. Their original plan was to build in phase two – there is no statement of intent in the original outline planning permission suggesting that this school should be a priority.* – The section 106 agreement requires the delivery of the school along side Phase 1 of the development. The reasons as to why the location of the school in Zone P is no longer suitable have been addressed in the above report.
- *Land classification D1/D2 which the school is incorporated in has a different land area as noted under the previous consultation for this site* – Having checked the development description for the substantive outline permission, the development description refers to the school a use class D1. The D1/D2 reference within the development description is specifically in relation to the overall floor area across all the various uses that fall within the category of D1 and D2.
- *Land securities have now finally admitted Harrow View is the busiest section of road in relation to Kodak – despite this there were happy to present their original plans* – The outline permission was found to be acceptable in terms of its impact upon Harrow View subject to appropriation mitigation which would be secured via the section 106 Agreement. The impact of the school being relocated to Zone A in terms of highway safety and parking has been addressed in the above appraisal.
- *The local road infrastructure is not able to cope with the current levels of traffic – the*

proposed relocation will not solve this issue, it will make matters worse – the impact of the proposed land swap has been addressed in the above appraisal.

CONCLUSION

The minor changes proposed under this application would have an acceptable impact in terms of the overall perimeter plans approved under the outline application P/3405/11 and would give rise to no unacceptable impact upon highway safety and parking subject to appropriate mitigation put in place which has been secured by the section 106 agreement. The land swap would have no undue impact on the wider environment, adjoining land uses or the future occupiers of development. In conclusion, the proposed minor material amendment would give rise to no conflict with the national, regional and local development plan policies identified in the appraisal below along side other material considerations and therefore this application is recommended for grant.

CONDITIONS

1 The development shall be begun not later than three years from the date of the original outline permission granted under ref: P/3405/11 dated 21 December 2012 or two years from the final approval of the first Reserved Matters application, whichever is the later.

REASON : In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

2 Approval of the details shown below (the Reserved Matters) for each phase of development shall be obtained from the local planning authority in writing before any development in that phase is commenced:

- a) layout
- b) scale
- c) appearance
- d) access
- e) landscaping

REASON : In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

3 No later than twelve years following the date of this permission, an application or applications shall have been submitted to the local planning authority for the approval of Reserved Matters in respect of all the built accommodation in the development hereby permitted.

REASON : In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

4 No Reserved Matters approval shall be implemented more than twelve years from the date of this permission or two years from the date of the final approval of any Reserved Matters application, whichever is the later.

REASON : In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

5 Notwithstanding the phasing of the development hereby approved, a Phasing Strategy shall be submitted to, and approved in writing by, the local planning authority prior to commencement of each phase of the development hereby permitted. This document shall also explain how the proposed community centre in Zone P, Phase 3 (serviced land) and community centre/cafe/chimney in Zone F, Phase 3, are to be safeguarded and provided. The Phasing Strategy shall be implemented as approved.

REASON : To ensure that the development contributes adequately towards the mitigation of the impacts of the development in terms of education, community facilities and sustainable energy generation, in line with the principles set out in the approved Energy Statement, in accordance with the NPPF, policies 3.18, 5.2, 5.3, 5.5, 5.6, 5.7, 5.10 and 5.11 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012), policies AAP3 and AAP4 of the Harrow and Wealdstone Area Action Plan (2013) and policies DM46 of the Development Management Policies Local Plan (2013).

6 Prior to commencement of each phase of the development hereby permitted, a plan linking the delivery of employment floorspace (use classes B1, B2 and B8) to the completion of residential units within the development shall be submitted and approved in writing by the local planning authority. This plan shall be implemented as approved and reviewed every two years following initial approval.

REASON : To ensure that an appropriate minimum amount of employment space is provided as part of the development in order to maximise the delivery of employment opportunities, in line with the requirements of policy 2.17 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policies AAP3, AAP14 and AAP15 of the Harrow and Wealdstone Area Action Plan (2013).

7 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

- Parameter Plans: HV(00)AP101 REV R01, HV(00)AP102 REV R01, HV(00)AP103 REV R01, HV(00)AP104 REV R01, HV(00)AP105 REV R01, HV(00)AP106 REV R01 and HV(00)AP106A.
- Application Plans: HV(00)AP001, HV(00)AP002, HV(00)AP003 (20.03.2012) and HV(00)AP004.
- Design Guidelines (February 2014).
- Development Specification (February 2014).

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

8 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale, appearance and landscaping shall be accompanied by an urban design report which explains the approach to the design and how it addresses the relevant Design Guidelines. This document should also include measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of that phase of development.

REASON : To ensure good design throughout the development in line with the principles set out in the approved Design Guidelines (February 2014), including protection of the setting of Headstone Manor and the character and appearance of the wider area, including local views, in accordance with the Environmental Impact Assessment, in line with the objectives of the NPPF, policies 7.4, 7.5, 7.6 and 7.8 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012), policies AAP3 and AAP4 of the Harrow and Wealdstone Area Action Plan (2013) and Section 17 of the Crime & Disorder Act 1998.

9 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale and appearance shall be accompanied by a detailed Energy Strategy. The Energy Strategy shall explain:

- (a) how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;
- (b) the reduction in carbon emissions achieved through these building design and

technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of Reserved Matters are submitted;

- (c) the specification for any green and/or brown roofs;
- (d) how energy shall be supplied to the building(s), highlighting;
 - i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power; and
 - ii. any other measures to incorporate renewables.
- (e) how the building(s) have been designed to achieve at least the minimum requirement under BREEAM or Code for Sustainable Homes (or an equivalent assessment method and rating) prevailing at the time the application(s) for approval of Reserved Matters are submitted.

REASON : To ensure that the development contributes to climate change mitigation by meeting the highest standards of sustainable design and construction and achieving an adequate reduction in carbon dioxide emissions from onsite renewable generation, in accordance with the Environmental Impact Assessment, in line with the principles set out in the approved Energy Statement, in accordance with the NPPF, policies 5.2, 5.3, 5.5, 5.6, 5.7, 5.10 and 5.11 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012), policies AAP4 and AAP10 of the Harrow and Wealdstone Area Action Plan (2013) and policy DM12 of the Development Management Policies Local Plan (2013).

10 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale, appearance and landscaping of the public realm shall be accompanied by a detailed Ecology and Biodiversity Strategy. The Ecology and Biodiversity Strategy shall explain:

- (a) the incorporation of bird boxes, bat roosts and other wildlife features on buildings;
- (b) the creation of wildlife habitats within the public realm, integrated into the detailed SUDS designs (i.e. standing and running water, grassland, log piles, green/brown roofs); and
- (c) the management arrangements for these features.

REASON : To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the Environmental Impact Assessment, in accordance with the NPPF, policy 7.19 of The London Plan (2011 9as amended (2013)), policy CS1 of the Harrow Core Strategy (2012), and policy AAP12 of the Harrow and Wealdstone Area Action Plan.

11 Applications for approval of Reserved Matters submitted pursuant to this permission shall be accompanied by a detailed Construction Environmental Management Plan (CEMP). This document shall explain or include:

- (a) the proposed Best Practice Measures (BPM) to be implemented during construction to suppress dust and minimise noise and vibration associated with demolition/building works;
- (b) a full detailed noise and vibration assessment;
- (c) the measures proposed to reduce and remove risks to the water environment and reduce flood risk during construction;
- (d) a full Construction Logistics Plan, which demonstrates how the impact of construction vehicles would be minimised;
- (e) details of proposed hours of work for construction activity; and
- (f) a summary of how the measures proposed address the mitigation identified in the Environmental Impact Assessment.

REASON : To ensure that the likely impacts on the highway network and amenities of

neighbouring occupiers from noise, vibration, dust, pollution and traffic congestion during the construction phase of the development are minimised, in accordance with the Environmental Impact Assessment, in accordance with the NPPF, policies 6.3, 7.14 and 7.15 of The London Plan (2011 (as amended (2013))), policy CS1 of the Harrow Core Strategy (2012) and policy AAP19 of the Harrow and Wealdstone Area Action Plan.

12 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale and appearance (excluding where housing is not proposed) shall be accompanied by a detailed Housing Schedule. This document shall explain:

- (a) the type and mix of units proposed;
- (b) whether the units are to be provided as affordable or not and if so what tenure;
- (c) the gross internal floor areas of each dwelling; and
- (d) the number, mix and tenure of all residential units known at the time of submission of the reserved matter.

REASON : To ensure that the development provides an appropriate mix and quality of housing, as well as providing an appropriate amount and mix of affordable housing having regard to the relevant viability assessment, in accordance with the NPPF, policies 3.5, 3.8 and 3.12 of The London Plan (2011 (as amended 2013))), policy CS1 of the Harrow Core Strategy (2012) and policy AAP13 of the Harrow and Wealdstone Area Action Plan (2013).

13 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout and scale shall be accompanied by a detailed Daylight and Sunlight Assessment. This document shall explain:

- (a) the impact of the proposed development on daylight and sunlight to neighbouring properties;
- (b) the impact of the proposed development on daylight and sunlight to properties within the development itself;

REASON : To ensure that the development has an acceptable impact on neighbouring residents and future occupiers in terms of daylight and sunlight, in line with the recommendations set out in the submitted Daylight Sunlight report, in accordance with policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013) and policy DM1 of the Development Management Policies Local Plan (2013).

14 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout and landscaping shall be accompanied by a detailed Surface Water Drainage Strategy. This document shall explain:

- (a) the proposed use of Sustainable Urban Drainage Systems (SUDS) to manage surface water run-off, including the provision of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands;
- (b) surface water attenuation, storage and disposal works, including relevant calculations;
- (c) works for the disposal of sewage associated with the development.

REASON : To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk, in accordance with the Environmental Impact Assessment, in line with the recommendations of the NPPF, policy CS1 of the Harrow Core Strategy (2012) and policy AAP9 of the Harrow and Wealdstone Area Action Plan (2013).

15 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, access and landscaping shall be accompanied by a detailed Accessibility Strategy. This document shall explain:

- (a) how the proposed public realm areas would be accessible to all, including details of finished site levels, surface gradients and lighting;
- (b) how each non-residential building would be accessible to all, including details of level access and internal accommodation arrangements;
- (c) that each of the residential dwellings would comply with Lifetime Homes standards, with 10% Wheelchair Homes compliance.

REASON : To ensure that the development is accessible and inclusive to all, in line with the recommendations of policies 3.8 and 7.2 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012), policies AAP3 and APP4 of the Harrow and Wealdstone Area Action Plan (2013) and policy DM2 of the Development Management Policies Local Plan (2013).

16 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, access, appearance and landscaping shall be accompanied by a detailed Lighting Strategy in line with the Code of Practice for the Reduction of Light Pollution issued by the Institute of Lighting Engineers. This document shall explain:

- (a) the lighting proposed for public realm areas and streets, including relevant justification;
- (b) the proposed external building lighting.

REASON : To ensure that the development is adequately lit in order to minimise the risk and fear of crime, whilst ensuring that the proposed lighting would not unduly impact on local character, amenity or biodiversity, in line with the recommendations policies 7.3 and 7.19 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013).

17 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, access and landscaping shall be accompanied by a detailed Refuse Strategy. This document shall explain:

- (a) the storage and disposal arrangements for refuse and waste associated with private buildings, including vehicular access thereto;
- (b) the storage and disposal arrangements for refuse and waste associated with proposed public realm areas, including vehicular access thereto;
- (c) the hours of proposed waste collection; and
- (d) the proposed Waste Management Plan for public realm areas.

REASON : To ensure that adequate refuse storage and disposal facilities are provided, in the interests of local character and amenity, in line with the recommendations of policy CS1 of the Harrow Core Strategy (2012) and policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013).

18 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale and appearance (excluding phase 1B) shall be accompanied by a detailed Noise and Vibration Mitigation Strategy. This document shall explain noise attenuation measures for the proposed uses, including noise barriers, specified glazing and ventilation and orientation/layout of buildings and amenity areas.

REASON : To ensure that the new buildings in the development have adequate provision against noise and vibration from existing sources and new sources within the development, in accordance with the Environmental Impact Assessment, in line with the recommendations of the NPPF, policy 7.15 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy DM1 of the Development Management Policies Local Plan (2013).

19 Applications for approval of Reserved Matters submitted pursuant to this permission

shall be accompanied by a detailed Arboricultural Report. This document shall explain how the trees outlined in purple on the Application Plan HV(00)AP003 (20.03.2012) are to be retained, together with measures for their protection during the course of the development. If any trees outlined in purple on the Application Plan HV(00)AP003 (20.03.2012) are to be removed, lopped or topped, a full justification must be provided within the Arboricultural Report. This document shall also explain the total numbers of trees to be removed, together with details of proposed replacement tree planting, to ensure an overall increase in the number of trees across the site.

REASON : To safeguard the character and appearance of the area and to enhance the appearance of the development, in line with the requirements of policy 7.21 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy DM22 of the Development Management Policies Local Plan (2013).

20 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout and landscaping shall explain the approach to the landscaping of the specific part of the site in relation to the landscape principles set out in the Design and Access Statement and Design Guidelines (February 2014), including planting plans, a schedule of plants, including plant sizes and proposed numbers, as well as details of hard landscape materials, boundary treatments and street furniture.

REASON : To safeguard the character and appearance of the area and to enhance the appearance of the development, in accordance with the Design and Access Statement and Design Guidelines (February 2014), in line with the requirements of policy CS1 of the Harrow Core Strategy (2012) and policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013).

21 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout and access shall be accompanied by a detailed Transport Strategy. This document shall explain:

- (a) a detailed Parking Management Strategy for that part of the development (including car club provision);
- (b) details of cycle parking provision for each of the proposed uses;
- (c) details electric car charging points;
- (d) details of pickup and drop off facilities for the primary school (in applications relating to the primary school only);
- (e) details of motorcycle and scooter parking;
- (f) details of pedestrian and cycle routes throughout that part of the scheme and how this relates to the overall site-wide approach as set out in the Design Guidelines;
- (g) details of pedestrian and vehicle signage and wayfinding within the development;
- (h) details of enforcement procedures for parking offences on unadopted roads;
- (i) a full multi-storey car park management plan where applicable;
- (j) a summary of how the approach relates to the original Transport Assessment; and
- (k) a summary of how the proposed Strategy relates to the Travel Plan to be submitted under the S.106 agreement.

REASON : To ensure that adequate levels of parking are proposed, that sustainable means of transport are encouraged and to ensure that no unacceptable increase in traffic movements result, in line with the recommendations of the Transport Assessment and Environmental Impact Assessment, in accordance with the NPPF, policies 6.3 and 6.13 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policies AAP19 and AAP20 of the Harrow and Wealdstone Area Action Plan (2013).

22 Applications for approval of Reserved Matters submitted pursuant to this permission

relating to layout, scale, appearance and landscaping of Development Zones C, J, L, Q, R, S and T as shown on Plan HV(00)AP102 REV 101 shall be accompanied by a detailed Heritage Impact Assessment. This document shall explain how the proposed development addresses the setting and special interest of the heritage assets adjoining these zones

REASON : To ensure that the development preserves or enhances the setting and special interest of heritage assets on the site and elsewhere, in accordance with the Environmental Impact Assessment, in accordance with the NPPF, policy 7.8 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012), policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013) and policy DM7 of the Development Management Policies Local Plan (2013).

23 Applications for approval of Reserved Matters submitted pursuant to this permission shall be accompanied by a detailed Levels Plan. This document shall explain details of the levels of the buildings, roads and footpaths in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site.

REASON : To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and land contamination, in accordance with the Environmental Impact Assessment, in accordance with the NPPF, policy 5.21 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policies AAP4, AAP9 and AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

24 Prior to the commencement of the development hereby permitted, a detailed Open Space Strategy for the provision of open space on completion of phase 1 of the development shall be submitted and approved by the local planning authority. The proposed open space should be at least 52,310sqm in area and, where the open space does not form part of the permanent areas of public realm (dealt with under the requirements of condition 20) the Strategy shall be accompanied by full details of the proposed approach to the landscaping of the temporary open space, including planting plans, a schedule of plants, including plant sizes and proposed numbers, as well as details of hard landscape materials, boundary treatments and street furniture. The Strategy should set out the delivery of the required open space as part of phase 1 of the development. Phase 1 of the development shall be carried out in accordance with the Open Space Strategy and thereafter retained until either completion of the open space in phase 3 of the development or the submission and approval of revisions to the approved strategy in subsequent phases of the development.

REASON : To ensure adequate re-provision of open space within the development, to safeguard the character and appearance of the area and to enhance the appearance of the development, in accordance with the Design and Access Statement and Design Guidelines (February 2014), in line with the requirements of policy CS1 of the Harrow Core Strategy (2012), and policies AAP4 and AAP11 of the Harrow and Wealdstone Area Action Plan (2013).

25 Prior to first occupation of any phase of the development hereby permitted, a Public Realm Management Plan shall be submitted and approved by the local planning authority for that phase of development. This document shall include:

- (a) details of the contractual arrangement between the developer and the management company;
- (b) details of a scheme for waste management in the public realm;
- (c) details of proposals for landscape management in the public realm, including long

term objectives, responsibilities and maintenance schedules for all public realm areas; and

(d) a maintenance and management plan for the non-adopted drains and SUDS systems.

The Public Realm Management Plan shall be implemented as approved, unless otherwise agreed in writing by the local planning authority.

REASON : To ensure that the public realm within the development is maintained to an adequate standard, to safeguard the character and appearance of the area and to enhance the appearance of the development, in accordance with the Design and Access Statement and Design Guidelines (February 2014), in line with the requirements of policy CS1 of the Harrow Core Strategy (2012) and policy AAP7 of the Harrow and Wealdstone Area Action Plan (2013).

26 The maximum amount of sales floorspace in the proposed food store hereby permitted shall not exceed 2,800sqm net (net floorspace means the sales area within the building (i.e. all internal areas accessible to the customer), but excluding checkouts, lobbies, concessions, restaurants, customer toilets and walkways behind the checkouts).

REASON : In the interests of the vitality and viability of nearby shopping centres and neighbourhood parades, in line with the requirements of the NPPF and policy 4.7 of The London Plan (2011 (as amended 2013)).

27 The maximum amount of comparison sales floorspace permitted in the proposed food store hereby permitted shall not exceed 560sqm net (convenience goods are defined as goods in the following COICOP categories: food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals, non-durable household goods; (comparison goods are defined as goods in the following COICOP categories: clothing materials and garments, shoes and other footwear, materials for maintenance and repair of dwellings, furniture and furnishings, carpets and other floor coverings, household textiles, major household appliances (whether electric or not), small electric household appliances, tools and miscellaneous accessories, glassware, tableware and household utensils, medical goods and other pharmaceutical products, therapeutic appliances and equipment, bicycles, recording media, games, toys and hobbies, sport and camping equipment, musical instruments, gardens, plants and flowers, pets and related products, books and stationary, audio-visual, photographic and information processing equipment, appliances for personal care, jewellery, watches and clocks, other personal effects).

REASON : In the interests of the vitality and viability of nearby shopping centres and neighbourhood parades, in line with the requirements of the NPPF and policy 4.7 of The London Plan (2011 (as amended 2013)).

28 The food store hereby permitted shall not include the following concessions or franchises: a post officer counter, hairdressers/barbers, dry cleaners, bank or optician.

REASON : In the interests of the vitality and viability of nearby shopping centres and neighbourhood parades, in line with the requirements of the NPPF and policy 4.7 of The London Plan (2011 (as amended 2013)).

29

Before the commencement of any use within Class B2 within the development hereby permitted a scheme shall be agreed with the local planning authority which specifies the provisions to be made for the control of noise and vibration emanating from that B2 use.

The scheme shall ensure that the total rating level of the noise emitted from the combined B2 uses within the site shall not exceed the existing background noise levels determined

to be LA90 48.7dB during weekday daytimes (07.00 hours to 23.00 hours Monday to Friday inclusive) and LA90 46.8dB at any other time. The noise levels shall be determined at the nearest noise-sensitive premises within zone J of the proposed development. The measurements and assessment shall be made according to BS 4142:1997.

REASON : To ensure that occupiers of the new buildings in the development would not experience undue noise and disturbance from the proposed B2 uses, in accordance with the Environmental Impact Assessment, in line with the recommendations of the NPPF, policy 7.15 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy DM1 of the Development Management Policies Local Plan (2013).

30 No vehicle access (except emergency access as may be required) shall be provided to any development approved on the Harrow View West site from Fairfield Drive, Edward Road or Sidney Road at any time. Prior to commencement of phase 1B of the development hereby approved, a scheme to prevent vehicle access from these roads (e.g. bollards or barriers) shall be submitted and approved in writing by the local planning authority. The scheme shall be implemented as approved prior to occupation of any property in phase 1B and thereafter retained.

REASON : To accord with the Transport Assessment, Development Specification and Parameter Plans and to ensure that neighbouring occupiers do not experience an unforeseen increase in traffic movements, in line with the recommendations of the NPPF, policy 6.3 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

31 A) No development shall take place in each development phase until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in respect of that phase.

B) No development or demolition shall take place in each development phase other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) Each phase of development shall not be occupied until the site investigation and post investigation assessment for that phase has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON : Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the Environmental Impact Assessment and recommendations given by the borough, the NPPF, policy 7.8 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy DM7 of the Development Management Policies Local Plan (2013).

32 A) No development shall take place in each development phase until the applicant has secured the implementation of a programme of archaeological recording of the standing historic buildings in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in respect of that phase.

B) No development or demolition shall take place in each development phase other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) Each phase of development shall not be occupied until the site investigation and post

investigation assessment for that phase has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON : Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the Environmental Impact Assessment and recommendations given by the borough, the NPPF, policy 7.8 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy DM7 of the Development Management Policies Local Plan (2013).

33 Prior to the commencement of each phase of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the local planning authority), the following components of a scheme to deal with the risks associated with contamination of that part of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A site investigation scheme, based on the Preliminary Risk Assessment, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON : To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 5.21 of The London Plan (2011 (as amended 2013)) and policy DM15 of the Development Management Plan Local Policies (2013). Information submitted so far has identified contaminants on site and further work has been proposed which needs to be completed.

34 Prior to occupation of buildings in each phase of development, a verification report demonstrating completion of the works set out in the approved remediation strategy for that phase and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON : To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 5.21 of The London Plan (2011 (as amended 2013)) and policy DM15 of the Development Management Plan Local Policies (2013). This condition ensures that any verification works identified in the plan are successfully carried out.

35 Piling of any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON : To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 5.21 of The London Plan (2011 (as amended 2013)) and policy DM15 of the Development Management Plan Local Policies (2013). Piling, to facilitate building foundations, has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers.

36 In the event that contamination is found at any time when carrying out the approved development that was not previously identified this must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must then be prepared. If remediation is required, a remediation scheme must be prepared, for the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared for, and approved in writing by the Local Planning Authority.

REASON : To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 5.21 of The London Plan (2011 (as amended 2013)) and policy DM15 of the Development Management Plan Local Policies (2013).

37 The development permitted by this planning permission shall only be carried out in accordance with the approved FRA, dated December 2011 reference C-RPT-HVD003 Version 5 by Halcrow Group Limited, and the following mitigation measures detailed within the FRA:

- 1) Limit surface water run-off to greenfield run-off rates for all storm events up to and including the 1 in 100 year storm event, with an appropriate allowance for climate change.
- 2) Provide of on site surface water storage to accommodate all events up to and including the critical duration 1 in 100 year storm event, with an allowance for climate change.
- 3) Achieve surface water storage using sustainable drainage techniques including green roofs, ponds, swales and permeable paving.

REASON : To ensure surface water flood storage is achieved using appropriate sustainable drainage techniques. To also prevent flooding on site and elsewhere by ensuring the satisfactory storage of/disposal of surface water from the site, in accordance with the Environmental Impact Assessment and in line with the NPPF and policy CS1 of the Harrow Core Strategy (2012) and policy AAP9 of the Harrow and Wealdstone Area Action Plan (2013).

38 Prior to the commencement of development in phase 1B a scheme for the provision and safeguarding of a five metre buffer zone alongside the Yeading Brook Headstone Park Branch shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

- Plans showing the extent and layout of the buffer zone adjacent to the length of the Yeading Brook Headstone Park Branch.
- Details of the native species planting scheme.
- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term.

- Details of any footpaths, fencing, lighting etc.

REASON : To protect and enhance the ecological value of the watercourse and its corridor. An undeveloped buffer zone adjacent to a watercourse corridor is supported by Harrow's Strategic Flood Risk Assessment (SFRA) (section 9.3 and table 10). River restoration is supported within the SFRA and policy 7.28 of The London Plan (2011 (as amended 2013)).

39 No demolition of buildings or removal of trees or shrubs shall take place between the months of February to September inclusive, unless otherwise agreed in writing by the local planning authority.

REASON : To protect breeding birds and safeguard the ecology and biodiversity of the area, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 7.19 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy AAP12 of the Harrow and Wealdstone Area Action Plan (2013).

40 No demolition of buildings or removal of trees or shrubs shall take place in any phase of development hereby permitted until up to date bat and breeding bird surveys are submitted and approved by the local planning authority for that phase of development. If evidence of bat or breeding birds are found prior to demolition, specific mitigation measures should be included in any submission for the written approval of the local planning authority. Development shall proceed in accordance with any approved mitigation measures.

REASON : No bat roosts/breeding birds were found on site in 2011, but could move into the area before construction commences and further surveys are therefore necessary to safeguard the ecology and biodiversity of the area, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 7.19 of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policy AAP12 of the Harrow and Wealdstone Area Action Plan (2013).

41 Prior to the commencement of each phase of the development hereby permitted, a strategy for the provision of equipment for high speed wireless broadband access to serve the residential and working population of the site shall be submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved strategy.

REASON : To ensure that appropriate telecommunications equipment is embedded into the development without adversely affecting the character and appearance of the development, in line with the requirements of the NPPF and policy CS1 of the Harrow Core Strategy (2013).

42 Applications for approval of Reserved Matters submitted pursuant to this permission shall be accompanied by a Site Waste Management Plan (SWMP), in compliance with Best Practice Standards. This document shall explain:

- (a) how the requirement to recover at least 70% (by volume) of construction and demolition waste from landfill is to be met;
- (b) how demolition and excavation materials will be re-used or recycled as appropriate;
- (c) the arrangements for storage of materials to be recycled or re-used;
- (d) how materials are procured from sustainable sources wherever possible;
- (e) the designation of a 'Waste Champion', who will seek to minimise over-ordering and material spoilage, as well as ensuring the effectiveness of waste segregation; and
- (f) the provision of an on site Waste Management Centre.

The Site Waste Management Plan shall be implemented as approved.

REASON : To ensure that waste arising during the construction phase of the development is minimised, in accordance with the Environmental Impact Assessment, in accordance with the NPPF and policy 5.18 of The London Plan (2011 (as amended 2013)).

INFORMATIVES

The following policies are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2012) (NPPF)

Planning Practice Guidance (2014)

The London Plan (2011) including Revised Early Minor Alterations to The London Plan 2013

2.13 – Opportunity Areas and Intensification Areas

2.15 – Town Centres

2.17 – Strategic Industrial Locations

2.18 – Green Infrastructure: The Network of Open and Green Spaces

3.1 – Ensuring Equal Life Chances for All

3.2 – Improving Health and Addressing Health Inequalities

3.3 – Increasing Housing Supply

3.4 – Optimising Housing Potential

3.5 – Quality and Design of Housing Developments

3.6 – Children and Young People’s Play and Informal Recreation Facilities

3.7 – Large Residential Developments

3.8 – Housing Choice

3.9 – Mixed and Balanced Communities

3.11 – Affordable Housing Targets

3.12 – Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

3.13 – Affordable Housing Thresholds

3.16 – Protection and Enhancement of Social Infrastructure

3.17 – Health and Social Care Facilities

3.18 – Education Facilities

3.19 – Sports Facilities

4.5 – London’s Visitor Infrastructure

4.6 – Support for and Enhancement of Arts, Culture, Sport and Entertainment Provision

4.7 – Retail and Town Centre Development

4.8 – Supporting a Successful and Diverse Retail Sector

4.9 – Small Shops

4.10 – New and Emerging Economic Sectors

4.12 – Improving Opportunities for All

5.2 – Minimising Carbon Dioxide Emissions

5.3 – Sustainable Design and Construction

5.6 – Decentralised Energy in Development Proposals

5.7 – Renewable Energy

5.9 – Overheating and Cooling

5.10 – Urban Greening

5.11 – Green Roofs and Development Site Environs

5.12 – Flood Risk Management

5.13 – Sustainable Drainage

5.15 – Water Use and Supplies

5.21 – Contaminated Land

6.3 – Assessing Effects of Development on Transport Capacity
6.9 – Cycling
6.10 – Walking
6.12 – Road Network Capacity
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
7.8 – Heritage Assets and Archaeology
7.13 – Safety, Security and Resilience to Emergency
7.14 – Improving Air Quality
7.15 – Reducing Noise and Enhancing Soundscapes
7.17 – Metropolitan Open Land
7.18 – Protecting Local Open Space and Addressing Local Deficiency
7.19 – Biodiversity and Access to Nature
7.21 – Trees and Woodlands
Supplementary Planning Guidance: Industrial Capacity (2008)
Draft Supplementary Planning Guidance: Land for Industry and Transport (February 2012)

Harrow Core Strategy (2012)
Policy CS 1

Harrow and Wealdstone Area Action Plan (2013)
AAP1, AAP3, AAP4, AAP5, AAP7, AAP9, AAP10, AAP11, APP12, APP13, APP14, APP15, AAP16, AAP19, AAP20

Development Management Policies Local Plan (2013)
Policies DM1, DM2, DM7, DM10, DM12, DM15, DM22, DM42, DM46

Evidence Base Documents:
Retail Study Review (2009)
Employment Land Review (2010)
Strategic Flood Risk Assessment (2009)
Draft Harrow Views Assessment (2012)
Open Space PPG17 Study (2011)
Draft Outdoor Sports Strategy (2012)
Infrastructure Assessment and Delivery Plan (2014)

Supplementary Planning Document: Sustainable Building Design (2009)
Supplementary Planning Document: Accessible Homes (2010)
Supplementary Planning Document: Access For All (2006)
Supplementary Planning Document: Residential Design Guide (2010)

2 INFORMATIVE:

COMMUNITY INFRASTRUCTURE LEVY

Please be advised that approval of this application (either by Harrow Council, or subsequently by PINS if allowed on Appeal following a Refusal by Harrow Council) will attract a liability payment of £1,585,955 of Community Infrastructure Levy. This charge

has been levied under Greater London Authority CIL charging schedule and S211 of the Planning Act 2008.

Harrow Council as CIL collecting authority on commencement of development will be collecting the Mayoral Community Infrastructure Levy (CIL).

Your proposal is subject to a CIL Liability Notice indicating a levy of £1,585,955 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of sqm

You are advised to visit the [planningportal](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil) website where you can download the appropriate document templates.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

3 INFORMATIVE:

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.

4 INFORMATIVE

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

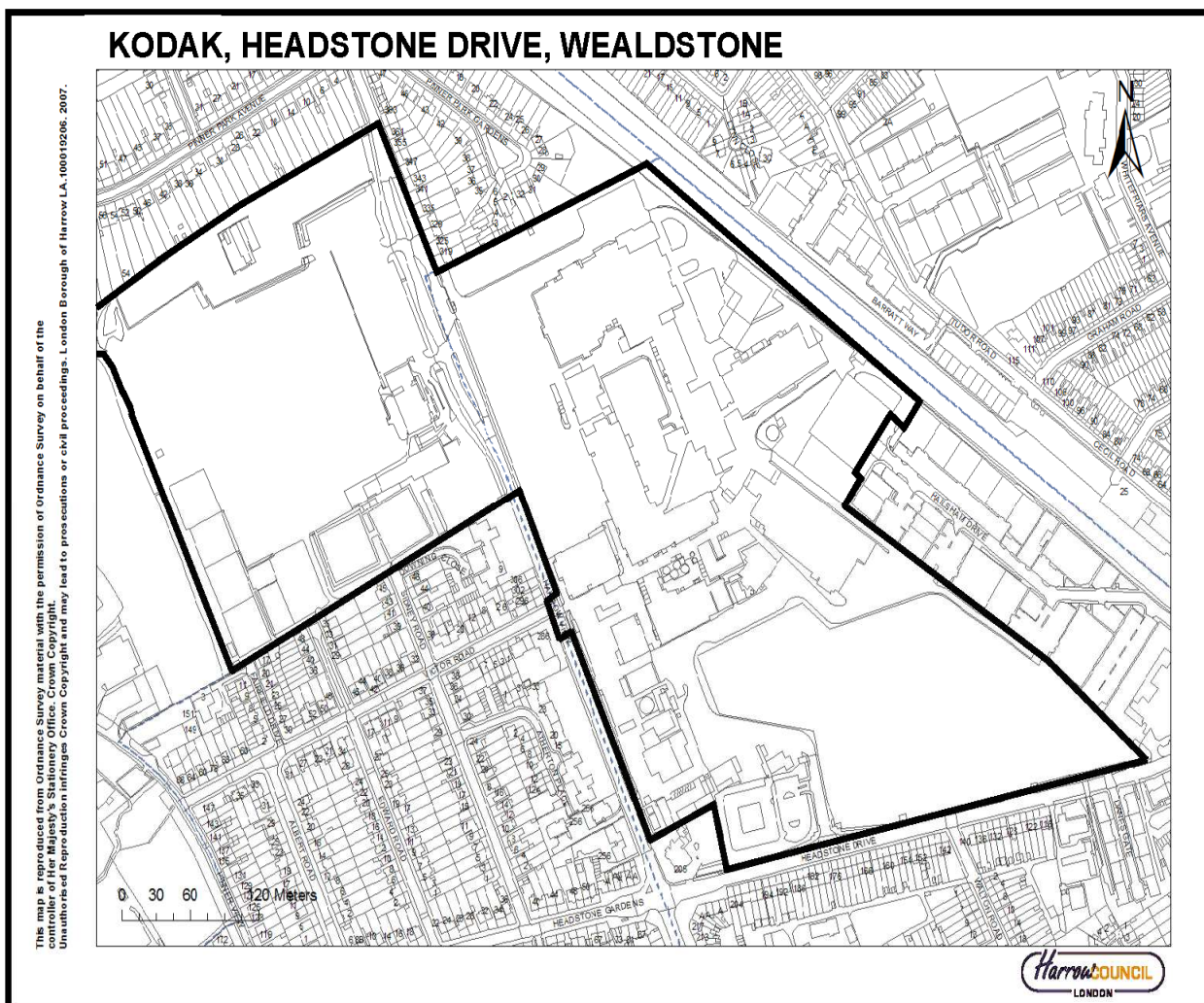
The planning application has been developed positively and in partnership with the applicants. A Memorandum of understanding was completed with the applicants at the beginning of the process, pre-empting the completion of a planning performance agreement covering both pre and post submission stages, and including the offices of Transport for London. This enabled the Council to provide a dedicated resource to process the application. Officers of the Council supported extensive pre-application engagement with the community and have worked with the applicants and key stakeholders, including statutory consultees, to ensure that the development is consistent with and supported by the policy objectives for Harrow as set out in the emerging Area Action Plan DPD and the Development Plan. Regular meetings between the officers from the Council and the applicant's team have taken place throughout the processing of the application to resolve and address outstanding issues. Senior elected members within the Council have received regular briefings and updates throughout the pre and post application stages from officers and the applicants via the cross party "Major Developments Panel."

5 INFORMATIVE

The applicant is advised that The London Plan policy 5.2B requires that for Residential and Non-Residential buildings the target for carbon dioxide emissions reduction is 40% (for 2013-2016), improvement on the 2010 Building Regulations. The Energy Strategy submitted in the outline application and the addendum Energy Strategy submitted under this s.73 application both assume a target of 25% reduction, which was the target for the period 2010-2013. The applicant is advised of the requirements of the London Plan to

deliver the requirements CO₂ target reduction of 40% for the plan period 2013 – 2016 and that this should be demonstrated in the future detailed Energy Strategy submitted as part of the Reserved Matters application. In such a case where this target reduction cannot be achieved then the applicant should provide an energy viability appraisal for the development in support of their application.

Plan Nos: HV(00)AP101 REV R01; HV(00)AP102 REV R01; HV(00)AP103 REV R01; HV(00)AP104 REV R01; HV(00)AP105 REV R01; HV(00)AP106 REV R01; HV(00)AP106A; HV(00)AP301 REV R01; HV(00)AP302 REV R01; HV(00)AP303 REV R01; Design Guidance (February 2014); Design and Access Statement Addendum (February 2014); Development Specification (February 2014 Rev 01); Environmental Statement Addendum (C-RPT-HVDO16 Version 1); Transport Assessment (February 2014); Car Parking Management Plan (ref: 23191-0061008 February 2014); Draft School Travel Plan (February 2014); Energy Strategy S73 Addendum (February 2014); S73 application – Public Information Event Summary Report (February 2014)



Item No: 1/02

Address: CANNON LANE FIRST AND JUNIOR SCHOOL, CANNONBURY AVENUE, PINNER

Reference: P/1217/14

Description: CONSTRUCTION OF A TWO STOREY EXTENSION ATTACHED TO NORTH AND EAST ELEVATIONS OF EXISTING BUILDING AND SINGLE STOREY INFILL EXTENSION TO THE WEST ELEVATION; PROVISION OF A KITCHEN EXTRACT DUCT ON FLAT ROOF OF BUILDING TO THE WEST; RECONFIGURATION OF EXISTING CAR PARK LAYOUT; NEW CAR PARK ADJACENT TO CHESNUT DRIVE ENTRANCE WITH FOUR LAMP POSTS; HARD AND SOFT LANDSCAPING INCLUDING THE PROVISION OF BOLLARD LIGHTING; BOUNDARY TREATMENT; EXTERNAL ALTERATIONS; PART DEMOLITION OF EXISTING GROUND FLOOR AND REMOVAL OF TEMPORARY MOBILE; (IN ASSOCIATION WITH THE EXPANSION OF THE SCHOOL FROM A 3 FORM ENTRY PRIMARY SCHOOL TO A 4 FORM ENTRY PRIMARY SCHOOL)

Ward: PINNER SOUTH

Applicant: HARROW COUNCIL

Agent: ADP

Case Officer: NICOLA RANKIN

Expiry Date: 27th June 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 Cannon Lane First and Junior School, Cannonbury Avenue, Pinner, HA5 1TS.

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 Cannon Lane First and Junior School, Cannonbury Avenue, Pinner, HA5 1TS.

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

Statutory Return Type: Major Development

Council Interest: The Council is the landowner.

Gross Floorspace: 1000sqm

Net additional Floorspace: 621sqm

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. Cannon Lane Primary School is in the North West Primary Planning Area. The projections for this planning area indicate increased demand above the 480 permanent reception places available in September 2013 requiring a further three schools to be permanently

expanded by a form of entry. Cannon Lane Primary School was approved by Harrow Cabinet on 13 March 2014 for permanent expansion with effect from September 2015.

Site Description

- The application relates to Cannon Lane First and Junior School located to the south of Cannonbury Avenue and to the west of Chesnut Drive.
- The school is bound by residential properties to the north along Cannonbury Avenue to the west by Boundary Road and Rushdene Road (located within the London Borough of Hillingdon) and to the east by Chesnut Drive and Beaulieu Drive. The southern boundary of the school site abuts the playing fields which form part of the adjacent unoccupied Heathfield School.
- There are two main pedestrian access routes from Cannonbury Avenue and Chesnut Drive. Currently the main vehicle access route is from Cannonbury Avenue and there is also a secondary vehicle access from Chesnut Drive.
- An existing segregated path provides safe pedestrian access from the gates off Cannonbury Avenue
- The school site is level and consists of two storey buildings which are situated towards the north western part of the site.
- The buildings are arranged in a rectilinear shape with two internal courtyard spaces, dividing the school into six segments. The external surfaces of the building are comprised of a mixture of brick and render.
- There are two large playing fields situated to the east and south of the hard play areas which are allocated as designated open space as identified in the Harrow Core Strategy (2012) and the Harrow Local Area Map (2013).
- The car park is situated in the north western corner of the site and abuts the boundaries of some of the rear gardens of properties in Cannonbury Avenue. There are currently 28 parking spaces on site. Parking is restricted to staff parking and deliveries.
- The site is secure with fencing along the side boundaries.

Proposal Details

- The application proposes the construction of a two storey extension attached to north and east elevations of existing building and single storey infill extension to the west elevation; provision of a kitchen extract duct on flat roof of building to the west; reconfiguration of existing car park layout; new car park adjacent to Chesnut Drive entrance with four lamp posts; hard and soft landscaping including the provision of bollard lighting; boundary treatment; external alterations; part demolition of existing ground floor and removal of temporary mobile; (in association with the expansion of the school from a 3 form entry primary school to a 4 form entry primary school).
- The proposed two storey extension would have a maximum width of 30 metres and a maximum depth of 25 metres from the existing southern elevation. The building would have a flat roof with a maximum height of 8 metres. The ground floor of the extension would contain 6 classrooms and ancillary WCs and circulation space and the upper first floor would contain 4 class rooms, 1 flexible teaching space and 2 group rooms together with ancillary circulation space and WCs.
- The proposed single storey infill extension to the west would have a width of 4.76 metres and a depth of 1.95 metres. This element would have a flat roof with a height of approximately 2.65 metres.
- The existing car park layout would be altered. 19 spaces would be situated adjacent to the north western boundary of the site within the existing car park location. A further 9 spaces are proposed further along the northern boundary on the eastern side

of the proposed extension.

- A further car park area with a total of 9 spaces for teaching staff is proposed on the existing hard standing adjacent to the Chesnut Drive entrance. Four lamp posts would be installed within the car park. The lamp post columns would have a height of 4 metres.
- Additional low level bollard lighting is proposed around the existing footpath to the eastern school playing field. A total of 15 bollard lighting columns are proposed, each with a height of 0.95 metres.
- A kitchen extract duct is proposed above the flat roof of the kitchen to the west. The extract duct would rise upwards along the western elevation and would project approximately 0.3 metres above the existing flat roof.
- New 1.8 metre high internal boundary treatment fencing is proposed around the new parking areas at both end of the site.
- Additional landscaping is proposed along the northern boundary and new hard and soft landscaped areas are proposed around the two storey extension.
- Other external alterations proposed include some brick infill to two windows on the western elevation.
- The proposal would involve removal of the existing mobile units situated adjacent to the northern boundary and part of the north eastern corner of the existing ground floor. The first floor bridge link across the internal courtyard would also be removed.
- The proposed extensions and other alterations are in association with the expansion of the school from a 3 Form Entry (420 pupils) to a 4 Form Entry (840 pupils). The proposed increase in numbers of pupils and staff will be incremental and will gradually increase over the next 7 years.

Relevant History

P/0858/07 REPLACEMENT ENTRANCE GATE ON CANNONBURY AVENUE FRONTAGE AND ASSOCIATED SIDE FENCING
Granted 23-May-2007

P/1494/09 GAZEBO AND PAVILLION STAGE IN THE FIRST SCHOOL PLAYGROUND
Granted 15th October 2009

Pre-Application Discussion

- N/A

Applicant Submission Documents

∇ Design and Access Statement (summary)

- Six areas for development were considered across the site and were considered in relation to key issues for the school.
 - Option 1 – Southern Play Space. This would have resulted in increased building footprint and reduction in area of hard play surface. Splits the junior playground making it difficult to manage and would be remote from the rest of the classrooms and school facilities such as the kitchen.
 - Option 2 – Western Play Space. This would result in the loss of the newly installed reception play area and is in close proximity to the western boundary.
 - Option 3 – Building within the courtyard. This would be difficult to achieve without the creation of too many internal (window-less) rooms – significant impact in terms of internal remodelling and light and views to other classrooms.

- Option 4 – Eastern Play Space. This would result in the loss of hard play space. As with option 3, this would be difficult to achieve without the creation of internal rooms or awkward external spaces between blocks. There would be a possibility of creating a third courtyard but the school would not function well with this arrangement.
- Option 5 – Build on playing fields. This would be remote from the rest of the school.
- Option 6 – Proposed Option – adjacent to the northern boundary. This option allows for the removal replacement of the temporary units and completes the circulation of the school at both ground and first floors that currently do not exist. The position of the proposed new wing creates a clear barrier between play areas and publicly accessible areas. The new building footprint is carefully located to minimise the impact on existing hard play spaces.
- Overall, the proposed location of the new build provides the best solution for the long term management and organisation of the school. The proposed location improves existing school circulation (linked at ground and first floor without impacting on light and views to existing classrooms). The location retains the linked open play space around the school and avoids dividing it into smaller sections.
- Consultation feedback suggested boundary treatment needs to be considered in more details as the trees are under neighbours control and can't be relied upon for screening. The proposals include increased landscaping to the northern boundary with the gardens on Cannonbury Avenue. The new block has also been pushed back from the boundary from the line of the existing mobile units – the current mobile unit is just over 4 metres from the boundary and the new block is 10 metres away.
- The layout of the new block has been designed so that all rooms look out onto the school site, not towards the rear gardens of Cannonbury Avenue. If the block had been pushed back further, larger classroom windows would have been required in the north elevation overlooking the gardens.
- The design directly responds to the existing building fabric in scale, layout and character. Existing materials will be respected.
- ∨ Statement of Community Involvement (summary)
- As part of the statutory consultation process, public presentation events were held on 2nd October 2013. All responses to the statutory consultation were collated and made public and responses were presented in a report to Harrow Council Cabinet for the approval of the administration.
- Before the proposals were finalised, a public drop-in exhibition event was held. This provided the opportunity for the local community to view and discuss the proposals for themselves. The event took place at Cannon Lane School on 30 January 2014.
- Cannon Lane School ranked among the projects with the lowest initial support for the expansion of any school in the programme at the statutory consultation stage. Following the community event, more than 50% of respondents reported that their concerns had been met by the prospective designs and plans.
- In relation to the central issue of concern, highways and transport solutions have been suggested (as contained within the Transport Impact Assessment by Mott MacDonald). A joint solution is being pursued with adjoining Hillingdon Council to produce a co-ordinated policy on enforcement and highways.
- ∨ Drainage Report
- ∨ Sustainability Statement
- ∨ BREEAM Assessment
- ∨ Travel Plan

Consultations:

Highways Authority: Overall the proposed mitigations for the expansion of Norbury 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: Awaiting final comments.

Environmental Health: Awaiting final comments.

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 details of the Arboricultural Report including tree protection plan and method statement provided.

Lighting Engineer: With reference to the planning application P/1217/14 for the exterior lighting at the above development, the following points are noted:-

The developer has confirmed the use of the luminaires within the lighting design, as follows:-

Thorn Celest luminaire utilising 36w TC-L (compact fluorescent) lamps at 4m mounting height (x4)

Thorn Basalt bollard utilising 50w HSE-E/L (high pressure sodium) lamps at 1m mounting height (x15)

Thorn Chartor luminaire utilising 18w TC-D (compact fluorescent)

The lighting design has been undertaken in accordance with BS 5489 and Secured by Design. However, the car park would equate to BS 5489-1:2003 Lighting Class S5, (3 – 4.50 Eav Min/Max lux and 0.60 Emin Lux) and the footpath would equate to BS 5489-1:2003 Lighting Class S2, (10 – 15 Eav Min/Max lux and 3 Emin Lux). From the information provided, including, design calculations, drawings P3148C-SK-004 & P3148C-E-010 indicating horizontal point illuminance levels, the developer has indicated that overspill lighting has been limited to between 1 – 5 lux to the nearest adjacent property No 95 Chestnut Drive.

I would recommend that there is an option to condition the operational times (once they have been confirmed) following commissioning of the installation.

Landscape Architect: No objections, subject to conditions.

Secure By Design Officer: I welcome the comments within the Design and Access statement and the commitment to achieve Secured By Design Part 2, physical security. This is achievable should they follow the advice and standards within the design and access statement.

London Borough of Hillingdon: No response received.

Advertisement

Site Notice x 5 Major Development Expiry: 06.06.2014

Notifications

Sent: 163

Replies: 4

Expiry: 07.05.2014

Addresses Consulted

- 1-31 (odds) Cannonbury Avenue
- 2-56 (evens) Cannonbury Avenue
- 77-95 (odds) Chesnut Drive
- 78-90 (evens) Chesnut Drive
- 1-45 (odds) Beaulieu Drive
- 2-34 (evens) Beaulieu Drive
- 53-57 (odds) Wimborne Drive

London Borough of Hillingdon Addresses consulted:

- 68 - 82 (evens) Lowlands Road, Pinner
- 49 - 57 (odds) Rushdene Road, Pinner
- 108 - 118 (evens) Abbotsbury gardens, Pinner
- 10 Rushdene Road, Pinner
- Rear of 114-118 Abbotsbury Gardens.
- 2a, 2 - 46 (evens) Boundary Road, Pinner
- 83 Boldmere Road, Pinner
- 99 - 109 (odds) North View, Pinner
- 108 - 124 (evens), North View, Pinner

Summary of Responses

Objections

Traffic and Parking

- I object to additional staff parking at the entrance from Chesnut Drive – by creating a parking bay within the school and from the entrance in Chesnut Drive, there is greater potential for additional conflict points and thus safety concern for children and residents. These include parents reversing and turning cars, parking across driveways and double parking.
- Chesnut Drive already experiences significant car and pedestrian traffic, without the need to introduce further traffic flow to the proposed car park.
- It is unclear at what time the car park would be operational and how access for non staff vehicles will be prevented
- The traffic situation will be compounded by the likelihood that the neighbouring Heathfield Secondary school will be replaced by a new larger secondary school.
- The schools ambition is promote a more sustainable travel plan, yet they are providing 18 additional parking spaces.
- The majority of the staff travel to the school by car which is clearly not a sustainable travel plan.
- I object to additional parking enforcement/restrictions proposed for Chesnut Drive in the long term.
- During the construction, the contractor will need to ensure they have clear parking restrictions for their workers not to park in Chesnut Drive.
- Construction traffic should avoid school peak hours in the morning and afternoon.

- The car park entrance at Chesnut Drive could encourage parents to drop off and turn their cars in the car park, creating traffic congestion.
- The remoteness of the car park at Chesnut Drive could pose a security risk for staff.
- The proposed car park at the Chesnut Drive entrance was proposed after the community consultation and therefore residents have not had the opportunity to comment.
- The site visit at Chesnut Drive for the Transport Assessment was only undertaken over one day. The findings are not at all representative of the issues experienced there on a regular basis.
- The Transport Assessment has some errors and omissions in it – Eastcote Station is only 750 metres from the Boundary Road entrance and could be readily used by staff.
- Currently there is severe congestion along Cannonbury Avenue, East and West Towers during school drop off and pick up.
- For the expansion to go ahead some form of staggered school start/end is needed to resolve congestion and reduce the danger to traffic and pedestrians.

Drainage

- The drainage strategy and drainage calculations are inadequate in respect of foul water

Other Issues

- Light pollution from the new car park has not been considered and mitigation proposals have not been discussed.
- The location of the lighting columns in the car park and direction of light has not been provided with the application and therefore it is not possible to understand the proposals.
- On site parking reduces space that could be used for recreation and sport.
- The car park at Chesnut Drive would result in increased security risks to the schools and surrounding properties

Responses in Support

- The design of the proposals appears to be well thought out.
- I am in favour of the Cannon Lane expansion proposals and understand the need to provide additional primary school places in the borough.

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
Residential Amenity
Traffic and Parking
Sustainability
Accessibility
Biodiversity, Trees and Landscaping
Flood Risk and Drainage
S17 Crime & Disorder Act
Consultation Responses
Equalities and Human Rights

Principle of Development

In this instance there are three specific matters that go to the principle of development on the site:

- 1 - Educational Need

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”.

Furthermore, on the 15/08/11 the DCLG published a policy statement on planning for schools development which is designed to facilitate the delivery and expansion of state funded schools. It states:

The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state funded school places, increasing choice and opportunity in state funded education and raising educational standards.....The Government wants to enable good schools to open and new schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state funded school sector to meet both demographic needs and the drive for increased choice and higher standards”.

“It is the Government’s view that the creation and development of state funded schools is strongly in the national interest and that planning decision makers can and should support that objective, in a manner consistent with their statutory obligations”

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.” Policies 3.16 and 3.18 of The London Plan (2011) seek to ensure inter alia that development proposals which enhance social infrastructure, 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 provision of permanent educational facilities with a high standard of design and layout to provide much needed school places within the existing community. Overall, it is considered that the impact on residential amenity would be negligible and that the proposal would not be detrimental to highway safety. Against the backdrop of existing provision, the proposed development will result in an improvement in the quality of the physical facilities on the site and the removal of time served temporary accommodation. 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 school places to meet a growing demand for educational space identified in the development plan.

Impact on Character and Appearance of the 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

As outlined, the Cannon Lane School site is largely enclosed and as such the proposed extensions would not be readily visible from public viewing points. However, officers

consider that the views from adjacent public spaces and neighbouring residential 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.

The primary relationship of the proposed two storey extension is with the rear elevations and gardens of the surrounding residential properties, particularly in relation to the properties along Cannonbury Avenue (No's 18 -36). Currently, this part of the northern boundary of the site is occupied by a number of mature deciduous and evergreen trees which provides a good level of screening of the school site. The building would be sited approximately 10 metres from the northern boundary and approximately 46 metres from the rear elevations of the closest houses in Cannonbury Avenue and is therefore, in officer's opinion, not expected to unduly impact on the outlook from these properties. The overall separation between the main elevations of the houses and proposed classroom block is considered to be consistent with spacing and separation that is typical of many suburban areas across Harrow. The siting and size of the proposed classrooms are not considered to be overly dominant (see Section 3 below), or at odds with the wider character and relationships between buildings that might be found within this suburban location. Having regard to conclusions within the application supporting Design and Access Statement in relation to building location, officers are satisfied that the height and arrangement of the proposed two storey block is logical, and whilst obviously at a different scale to the surrounding domestic uses, is considered to respond to the challenge of layout and floor space appropriately.

Officers consider that the proposed extensions would have an acceptable appearance in relation to the character and appearance of the existing school. The design and scale and massing of the extensions would be reflective of the surrounding school buildings. The elevational treatment of the new extension is proposed to follow that of the existing buildings through the use of matching brick and large panels of glazing in the eastern elevation. It is also proposed to use render and cedar cladding to break up the scale and massing of the block. The use of render for the linking elements would help provide an appropriate transition between the old and new building. The northern elevation would be broken up by the introduction of smaller obscure glazing panels so as not to give rise to any issues of perceived overlooking or loss of privacy for neighbouring occupiers. A condition is therefore recommended in respect of materials to ensure the extension would harmonise with the appearance of the existing school buildings.

The proposed single storey infill extension on the western elevation due to its modest size would not have any detrimental impacts on the surrounding area in terms of character and appearance. The other proposed external alterations including hard and soft landscaping around the school building and car parks, external lighting, roof plant, alterations to the proposed car parking and proposed internal 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 Polices 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 extensions and external alterations would not give rise to a detrimental impact on neighbouring residential amenities. As outlined above the principal relationship would be with the properties along Cannonbury Avenue (No.'s 18 -38) as these rear gardens of these properties adjoin the northern boundary. The northern elevation would be 10 metres from the boundary and approximately 46 metres from the rear facades of the properties. Nevertheless, the impact of the building would be buffered by the presence of mature planting along this boundary. It is recognised that a number of the trees along the boundary are located within the gardens of the adjoining occupiers and therefore outside the control of the Council. However, it is proposed to enhance the landscaping along the section of the northern boundary closest to the proposed eastern car park and teaching block with native species that in time would provide a more robust screening and would soften the appearance of the development and filter views at both low and higher levels. A condition in relation to detailed and hard and soft landscaping proposals would be attached to the permission, should permission be granted.

The main classroom windows would face towards the school playing field and would therefore not result in any undue loss of privacy. Four obscure glazed windows to serve the classrooms and three other windows which would serve circulation areas would be installed in the northern elevation. However, it is not considered that they would have a detrimental impact in terms of loss of privacy or overlooking due to their size as well as for reasons of distance and screening as discussed above. Nevertheless, in the interests of the amenities of the closest occupiers in Cannonbury Avenue, a condition is recommended that the northern classroom windows are obscured and fixed shut above a height of 1.7 metres from the internal finished floor level in order to preclude any perceived overlooking to rear gardens.

The applicant has provided a daylight and sunlight analysis to assess the impact of the development on the light receivable by a sample of neighbouring residential properties along Cannonbury Avenue. The analysis is based on best practice guidance contained in the Building Research Establishment (BRE) Digest 209 ‘Site Layout Planning for Daylight and Sunlight’ (2011). The BRE guidance recommends that for a garden to appear adequately sunlight throughout the year at least half the area should receive at least 2 hours of sunlight on 21st March. This criterion is fully met as demonstrated by the analysis. Furthermore, the analysis highlights that the BRE guidance states that where the distance of a new development is more than 3 times the height of the lowest window, delighting is unlikely to be affected. In this case, this criterion is also met. The assessment concludes that the proposed development would have an insignificant effect on light received by the neighbouring properties and gardens and officers are satisfied with the results. As such, for the above reasons, it is considered that subject to

conditions, the proposed development would not have a significantly detrimental impact of the residential amenities of the occupiers of the surrounding residential properties in respect of overlooking, overshadowing or having an overbearing impact to render the proposals unacceptable.

The proposed two storey extension would be sited some 70 metres from the western boundary with the properties fronting Lowlands Road and would therefore not be unduly affected. The existing school building would buffer views for neighbouring occupiers along Boldmere Road where properties are sited some 90 metres away from the extension.

The proposed single storey entrance infill extension due to its modest size would not have any detrimental impacts on the surrounding neighbouring occupiers. Given the minor nature of the other external alterations proposed, they would not result in any material impacts on neighbouring amenity.

The proposed plant to be installed on the flat roof of the existing building to the west has been referred to the Council's Environmental Health Department. At the time of preparation of the report officers are still awaiting comments. Consideration of this information, including any subsequent recommended conditions and further comments from the council's Environmental Health Department, will follow on the committee addendum.

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. The proposal would not give rise to any significant changes in terms of hard and soft play space provision and the proposal 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. Currently there are 28 car parking spaces within the north western corner of the site. As a result of the proposed two storey extension, a total of 9 spaces will be lost. As such, it is proposed to re-provide 9 spaces to the east of the proposed extension. A further 9 additional spaces would be provided at the Chesnut Drive entrance. The overall increase in the level of car parking spaces would be 9 spaces, resulting in 37 spaces overall.

Although, the parking area would be sited closer to some neighbouring residential boundaries than is currently the case, this arrangement is not materially different from the existing car park which adjoins the northern boundary. It is considered that the impact would not be significant, given the modest uplift in the number of car parking spaces in this area, as well as the presence of existing boundary screening. Furthermore, the use of the site as a school predominantly between the hours of 9am to 5pm would not result in unreasonable levels of vehicles movements and noise and disturbance.

Similarly, there are 9 additional spaces proposed at the Chesnut Drive entrance. The existing standing in this area would be made good and 4 lamp posts introduced to light the area. It should be noted that this area does not form part of the school playing pitch or the designated open space for the site and would therefore not impact on sports facilities for pupils. The parking area would be a dedicated parking area for staff only and would not be used for drop off pick up of children. The modest uplift in spaces in this area, in officers opinion, would not give rise to unreasonable levels of disturbance from vehicle movements or conflict with pedestrians, particularly as staff are likely to arrive earlier and leave later than the majority of pupils on any school day. The entrance for pedestrians would continue to operate as existing.

In addition to the lamp posts, low level bollard lighting would be introduced around the existing eastern playing field pathway to provide a safe route for children, parents and staff. The details and calculations of the proposed lighting columns within the car park and the additional bollard lighting have been referred to the Council's lighting engineer who has advised that the levels of light produced would not result in any detrimental amenity impacts on neighbouring occupiers, including the closest residential property to the car park, 95 Chesnut Drive. However, it is recommended that a condition is attached, should approval be granted, requiring details of the operational times of the lamp posts so that they are only in use at necessary times.

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, the site compound location, 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.

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 at the pre-application stage, reported 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. This 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 and this is discussed in detail below.

The school is located in a heavily-populated residential area and is bounded by local roads (Cannonbury Avenue, Boundary Road, Eastern Avenue and Beaulieu Drive) on each side.

The school has three entrances for pedestrians, one of which is also used for vehicles. The pedestrian-only entrances are located on Chestnut Drive and Boundary Road, and vehicles and pedestrians share the entrance on Cannonbury Avenue.

The boundary with the London Borough of Hillingdon runs along the west side of the school grounds. Therefore Boundary Road and roads to the west of Cannonbury Avenue (specifically Lowlands Road and Rushdene Road), all of which are affected by parking and traffic generated by the school, are located in Hillingdon.

Cannonbury Avenue and Chestnut Drive are traffic-calmed streets with a 20mph speed restriction, and most of the residents have off-street parking facilities. At present there are no traffic calming measures on Boundary Road or Boldmere Road, which are subject to 30mph speed limits. Both of these are narrow roads with off-street parking facilities available for the local residents. Currently, these roads have minimal parking restrictions.

Traffic levels within the immediate vicinity of the school are low apart from the school pick-up and drop-off periods. There is a controlled parking zone (CPZ) which covers the entire length of Abbotsbury Gardens, operating on Monday to Saturday from 9am to 5pm. Double yellow lines (DYLs) are in place at some junctions for traffic flow and safety reasons.

There are three pedestrian entrances. The areas around each of the three entrances to the school are marked with "school keep clear" zig-zag markings.

The Cannonbury Avenue entrance is shared between pedestrians and vehicles. However, this entrance has two dedicated gates, one for pedestrians and other for

vehicles. There is a segregated footpath within the school, with guardrail for the protection of pedestrians.

Pedestrians wishing to access the school via Boundary Road have to use a narrow footpath. Currently this footpath does not have adequate lighting and it is poorly maintained.

Cannon Lane School provides secure cycle storage facilities for pupils and teachers. Cyclists have to use the vehicle entrance on Cannonbury Avenue to access the school. There are no cycle lanes in the immediate vicinity of the school although the school is located within a 20 mph zone and traffic speeds are relatively low.

Vehicles can only enter the school premises via the entrance on Cannonbury Avenue to access the school car park, for servicing and deliveries. The school does not allow parents to drive onto the site to pick-up and drop-off children, and therefore the main drop-off/pick-up points for parents are Cannonbury Avenue, Chestnut Drive and Boundary Road. These roads experience congestion during the peak drop-off and pick-up periods.

Transport impact and proposed mitigations

The hands up survey with school children indicated that the majority of pupils access the school either by car or walking, with 57% of pupils walking to school, although 44% of pupils would have preferred to cycle. Dependency on the car is therefore moderate overall. The Public transport accessibility level is low accounting for the low level of public transport use.

At the present time, cars are allowed to park on either side of Cannonbury Avenue, Chestnut Drive, Boundary Road and Boldmere Road apart from small areas protected with double yellow lines.

Cannonbury Avenue and Chestnut Drive have a 20mph speed restriction, but have no formal pedestrian crossing facilities. Boundary Road and Boldmere Road do not have any speed restrictions measures or crossing facilities. The results of the Travel Assessment found that before and after the peak drop-off and pick-up periods the streets were quiet and there were no traffic-related problems.

It also found that during the peak drop-off and pick-up periods, Cannonbury Avenue, Boundary Road and Boldmere Road were heavily congested and at times, especially in Cannonbury Avenue, there were periods when cars were unable to move due to the congestion. This was mainly due to illegal or inconsiderate parking by parents around junctions.

Currently there are approximately 28 parking spaces provided on the school site for staff. Under the proposals this is expected to change with nine new parking bays to be provided. The car park is available for use only by school staff.

Based on the observations identified within the Travel Assessment, at the present time the school's internal car park is over-utilised with cars double-parked. It was observed that members of staff were parking their cars on Cannonbury Avenue. Without any mitigation there will be 89 (assuming 2 staff per car-share) staff cars resulting from the school expansion. Therefore, even with six additional parking spaces, the internal car park will not be able to accommodate remaining 53 vehicles. This parking is likely to

occur in Cannonbury Avenue, but it would be reasonable to assume that some of the staff would also use surrounding streets such as West Towers to park their cars.

Cannon Lane School already suffers from high levels of illegal and inconsiderate parking during school drop-off and pickup periods. Analysis of the parking survey data in the TA shows that during the peak departure period, between 3.15pm and 3.45pm, the average occupancy level on the surveyed streets was above 80%. This indicates that the local road network will be able to accommodate a limited increase in the vehicle numbers.

At peak times it was observed that it was difficult for vehicles to pass along some roads around the school due to inappropriate parking during peak times, with parents ignoring the existing parking restrictions and stopping within junctions, across dropped kerbs and on the "school keep clear" zig zag markings, especially in Cannonbury Avenue.

In Cannonbury Avenue and based on the future mode split, an additional 44 vehicles are expected on the road during the peak hours. Therefore, it would be reasonable to expect that with this increase in traffic volume coupled with additional poor parking behaviour, the levels of congestion would rise in Cannonbury Avenue. Similar effects will be observed in Chestnut Drive, Beaulieu Drive, Boundary Road and Boldmere Road.

However, by itself the increase in traffic flows alone in any of these locations is not considered significant. Ignoring the impact of inconsiderate and illegal parking, this low level of increase is not likely to affect the performance of any junction.

The school has a relatively small catchment area, giving journeys to school for the majority of students of typically less than 2km. Under these circumstances it is unlikely that journeys to and from school will be made in large number by public transport.

Currently 57% of children either walk or cycle to Cannon Lane School. Clearly these modes have the smallest impact, and current facilities (such as footway widths) are sufficient to accommodate the increased numbers that will result from school expansion. The school has sufficient cycle parking spaces to accommodate the expected increase in numbers cycling.

The Travel Assessment shows that an examination of the road safety record indicated that there was no particular pattern to accidents and that the road safety record in the immediate area is relatively good. Whilst the school expansion will increase traffic and the number of pedestrians and cyclists, there is no reason to expect any particular road safety problem to arise.

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 by 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.

A number of the representations received have expressed concerns over the proposed parking area in Chesnut Drive. Nevertheless, this aspect of the proposal, which has been referred to the Highways Authority, is deemed to be acceptable as it is designated for teacher parking only and is not proposed for a drop off/pick up point. Teachers would arrive and depart prior to and after the majority of pedestrians are in that area and as

such is not likely to result in any conflict with pedestrians. The parking area would be secured by a gate to prevent access to the area and this is an issue for management by the school. 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. The school travel plan will be the principal driver behind encouraging modes of sustainable travel for the majority of people who travel to the school. However, it is considered that a modest uplift of 9 spaces would also make a contribution towards off setting parking on the surrounding streets, thereby reducing levels of congestion.

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
Implementation of traffic calming measures or any speed restrictions on Boldmere Road and Boundary Road to control the speed of the vehicles during school periods	This has been discussed with colleagues in LB Hillingdon and is not supported because the personal injury accidents in this area are low and it has attained a low priority status for traffic calming measures in their ranking order.
Introduce a clockwise one-way system in Boundary Road, to relieve some of the congestion issues	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 by colleagues in LB Hillingdon for the reasons given and will not be progressed.
Increase parking restrictions in Cannonbury Avenue, Boldmere Road, Boundary Road and Chestnut Drive at junctions.	Additional parking controls will be reviewed in these roads to address the impact on through traffic and prevent obstruction on the highway network. Discussions with senior transport colleagues in at LB Hillingdon have already taken place and consideration will be given to increased parking controls on the roads listed and those in the LB of Hillingdon, and they have given a commitment to undertake this.

The expected increases in illegal and inconsiderate parking will have an impact on the movement of all traffic, including pedestrians. An extension of parking restrictions however would allow 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.

Officers consider that the council's current enforcement practices for schools needs 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 mopeds and is considered most effective way of responding to enforcement requests rather than using bicycles as suggested in the TA.

School Travel Plans

Harrow places a strong emphasis on School Travel Plans and associated walking and cycling measures that deliver health benefits and a reduction in air pollution.

The council travel planning officer's work closely with schools to produce a School Travel Plan document. This work is done in partnership with the schools, parents and children to change travel habits and travel modes and use any infrastructure schemes developed in accordance with the travel plan that will encourage walking, cycling or public transport use.

At the moment this programme is targeted at primary and middle schools to change and influence children's attitudes about the use of the cars at an early stage of their development and 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.

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.

Currently Cannon Lane School is not been accredited by TfL's STARS (Sustainable Travel Accredited & Recognised) scheme. This scheme rewards schools for efforts made toward reducing the travel impact of their activities, and has three accreditation levels, Bronze, Silver and Gold.

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.

The details of the Travel Plan have been referred to the Highways Authority and taking account of the potential increase in traffic set out in the transport assessment officers recommend that the school, with support from Harrow's dedicated School expansion Programme Travel Plan Advisor achieve bronze accreditation prior to implementation of permission, and Silver accreditation in a further two annual accreditation cycles (noting that accreditation takes place once per year and therefore two cycles might take up to three years from the implementation of planning permission).

Further, it is recommended that the school should strive towards Gold accreditation with the objective of achieving this within a further 2-5 annual accreditation cycles. Accordingly, 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

Proposed Construction Activities and mitigation

It is expected that, as a worst-case scenario, no more than ten trucks per day will need to access the site during the peak construction period. It is expected that the construction traffic will use Imperial Way, Village Way, Cannon Lane and into Chestnut Drive to enter and exit the school premises.

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.

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 School Travel Plan identifies there is currently 32 cycle parking spaces and 86 scooter parking spaces to staff and pupils which is line with London Plan Standards (2011). Additional demand for cycle and scooter parking spaces can be monitored by the school travel plan which can be secured by condition should planning permission be granted.

Overall the proposed mitigations for the expansion of Cannon Lane School accords with current transport policies and the impact on the surrounding transport infrastructure can be effectively mitigated. That mitigation may also reduce the existing impacts experienced by residents close to the school. 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 Cannon Lane 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.

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 5.2 B outlines the targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations. Currently the target is a 40% reduction for all major development proposals. Policy 5.2 C outlines that “Major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions are to be met within the framework of the energy hierarchy”.

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*”. Policy DM 14 highlights that development proposals should incorporate renewable energy technology where feasible.

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 BRE AAM pre assessment which indicates the development can achieve BRE AAM standard ‘very good’ and has the potential to achieve a 40% reduction in carbon dioxide emissions. In addition, the application is also supported by a detailed sustainability statement which demonstrates that the proposed development has been designed with long term sustainability in mind. A number of renewable energy technologies have been considered in order to achieve the required 40% reduction outlined by the London Plan (2011). Photovoltaics have been identified as the most likely technology to be installed on the new teaching block but the report also identifies that some element of carbon offsetting within the existing building is likely to be required in order to meet the target and this approach is deemed to be acceptable by officers. In order to ensure this policy requirement is satisfied, a condition is recommended in respect of this, should approval be granted.

The layout and proportion of teaching spaces has been driven by natural ventilation and day lighting requirements. All light fittings will be energy efficient. Windows in the new extension will have an integrated louvre panel to allow for secure night time ventilation. An assessment has been carried out in terms of overheating and it has been demonstrated that all rooms are within acceptable levels. The fabric of the building is intended to achieve low U values and all materials are intended to have an A rating under the BRE Green guide. For these reasons and subject to the above condition, officers therefore consider that the proposal is in accordance with policies 5.2 and 5.3 of The London Plan, core policy CS1 T, policies DM 12 and DM 14 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. The proposals would not result in any encroachment on any existing soft play space. It is further acknowledged that the need for external hard play space for the expanded school limits opportunities for increasing green space. However, there is some potential for additional planting within the site and along the northern boundary in particular. 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.

The route around the new teaching block will be level. Corridor widths would all have a minimum width of 1800mm and all doors would have a minimum clearance of 900mm. The proposals do not include a lift as much of the first floor of the building already has a number of level changes and as such the location of teaching spaces would be managed by the school should group locations need to be altered. The proposals have identified a potential location for a platform lift adjacent to the northern elevation which could be added at a later date. 1 disabled parking space will be retained close to the entrance. Having regard to the scale and amount of works proposed, together with existing site circumstances, 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).

Biodiversity, 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:

"A. The removal of trees subject to TPOs or assessed as being of significant amenity value will only be considered acceptable where it can be demonstrated that the loss of the tree(s) is outweighed by the wider public benefits of the proposal."

"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."*

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. All trees within and adjacent to the site will be retained. As discussed above, landscaping and trees will be added to the boundary behind the new extension and a condition is recommended in respect of this.

Overall, officers consider that the ecological and aesthetic value of the area would not be significantly harmed and the development would thereby comply with policies 7.21 and 7.19 of The London plan (2011) and policies DM 22 of the Harrow Development

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”*.

Cannon Lane 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 to the east of the extension in order to achieve a discharge rate of 5 l/s which will meet the required greenfield run off rates. Flow rates will be managed through the use of hydro brake flow control devices. Foul water from the site will discharge to the proposed drainage network, while sections of the existing network will be diverted. 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. Access control is currently in use on gates and main entrances. 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. The details have been referred to the Crime Prevention Design Adviser who considers that the development should be able to achieve certification in respect of physical security (SBD – Part 2) only. Accordingly, a condition is recommended in respect of this.

Consultation Responses

Traffic and Parking

- I object to additional staff parking at the entrance from Chesnut Drive – by creating a parking bay within the school and from the entrance in Chesnut Drive, there is greater potential for additional conflict points and thus safety concern for children and residents. These include parents reversing and turning cars, parking across driveways and double parking.
- Chesnut Drive already experiences significant car and pedestrian traffic, without the need to introduce further traffic flow to the proposed car park.
- It is unclear at what time the car park would be operational and how access for non staff vehicles will be prevented.
- The schools ambition is to promote a more sustainable travel plan, yet they are providing 18 additional parking spaces.
- The majority of the staff travel to the school by car which is clearly not a sustainable travel plan.
- I object to additional parking enforcement/restrictions proposed for Chesnut Drive in the long term.
- During the construction, the contractor will need to ensure they have clear parking restrictions for their workers not to park in Chesnut Drive.
- Construction traffic should avoid school peak hours in the morning and afternoon.
- The car park entrance at Chesnut Drive could encourage parents to drop off and turn their cars in the car park, creating traffic congestion.
- The remoteness of the car park at Chesnut Drive could pose a security risk for staff.
- The proposed car park at the Chesnut Drive entrance was proposed after the community consultation and therefore residents have not had the opportunity to comment.
- The site visit at Chesnut Drive for the Transport Assessment was only undertaken over one day. The findings are not at all representative of the issues experienced there on a regular basis.
- The Transport Assessment has some errors and omissions in it – Eastcote Station is only 750 metres from the Boundary Road entrance and could be readily used by staff.
- Currently there is severe congestion along Cannonbury Avenue, East and West Towers during school drop off and pick up.
- For the expansion to go ahead some form of staggered school start/end is needed to resolve congestion and reduce the danger to traffic and pedestrians.
- ∇ The concerns and adverse impacts identified above are considered within sections 3 and 4 of the above appraisal. Officers consider that the impacts can be satisfactorily mitigated by the use of planning conditions. 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. The Highways Authority have made a firm commitment to work jointly with the London Borough of Hillingdon on enforcement procedures and parking controls within the vicinity of the school to tackle congestion and inconsiderate parking.
- The traffic situation will be compounded by the likelihood that the neighbouring Heathfield Secondary school will be replaced by a new larger secondary school.
- ∇ Heathfield School is currently unoccupied and the application must be considered on its individual merits.

Drainage

- The drainage strategy and drainage calculations are inadequate in respect of foul

water.

- ∇ The details have been referred to the Council's Drainage Engineers who are satisfied with the principle of the drainage proposals. However, as outlined above, additional comments are currently awaited and this will be reported via the committee addendum, together with any necessary planning conditions for drainage.

Other Issues

- Light pollution from the new car park has not been considered and mitigation proposals have not been discussed.
- ∇ The details of the lighting have been reviewed by the councils lighting engineer to be within acceptable levels. A condition is recommended in relation to the operational times of the lighting columns.
- The location of the lighting columns in the car park and direction of light has not been provided with the application and therefore it is not possible to understand the proposals.
- ∇ Full calculations, elevations and a lighting layout has been provided with the application and is available to view on the Councils web page.
- On site parking reduces space that could be used for recreation and sport.
- ∇ The parking area at the Chesnut drive entrance is on existing hard standing and does not form part of the school playing pitch.
- The car park at Chesnut Drive would result in increased security risks to the schools and surrounding properties.
- ∇ The entrance is secured by a locked gate and has been reviewed by the Crime Prevention Design Advisor to be acceptable.

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
- b: the ground surfacing
- c: the boundary treatment

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: Construction Method, Phasing Plan and Logistics Statement for Cannon Lane First School, Harrow; Document titled – Cannon Lane – DIALUX (dated 26.03.2014); Transport Assessment for the Expansion of Cannon Lane School (dated March 2014) by Mott Mac Donald; Document titled Overview of Harrow Councils Primary School Expansion Programme – Harrow’s Approach; Document titled School Expansion Programme 2014-15; Statement of Community Involvement (February 2014); Document titled Secured By Design Meeting at Ruislip Police Station; Un-titled document – Drainage Storage Calculations; Document titled – Basalt; Document titled – Celest; Drainage Strategy – Ref LO1526; Document titled Cannon Lane School by Mott Mac Donald (dated 26/02/2014); Un-titled Site Plan – Aerial View; BREEAM Pre- Assessment by Pinnacle ESP – Report No. P3149C (dated March 2014); Cannon Lane Primary School Travel Plan (March 2014); Mechanical, Electrical and Public Health Scheme Design, Ventilation Statement & Sustainability Strategy Proposal – Report No. P3148C (dated March 2014); P3148C-SK-004 Rev A; P3148C-SK-003 Rev A; P3148C-SK-001 Rev A; P3148C-SK-002 Rev A; Document titled Cannon Lane Phase 2 – Draft Programme for Planning Submission Only; Document titled Planning Consultation – Cannon Lane School, Harrow; Design and Access Statement (dated 28th March 2014); L4050 Rev C; 001 Rev C; 002 Rev C; 003 Rev B; 010 Rev C; 011 Rev C; 012 Rev C; 013 Rev B; 014 Rev B; 018 Rev B; 022 Rev C; 100 Rev D; 101 Rev D; L2000 Rev C; L2001 Rev C; L2002 Rev C; A1004 Rev A; A1005 Rev A; 14010/T/01B-02; 14010/T/02A-02; 080 Rev A; LO1526/DR01 Rev P2; L3051 Rev E; L3050 Rev E; P3148C-E-010 Rev 1; Untitled drawing – Car Park Lighting Columns

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

4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no window(s) / door(s), other than those shown on approved plans shall be installed in the northern flank wall(s) of the development hereby permitted without the prior permission in writing of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents, in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

5 The classroom windows in the northern elevation of the approved development and shall:

- a) be of purpose-made obscure glass,
- b) be permanently fixed closed below a height of 1.7 metres above finished floor level, and shall thereafter be retained in that form.

REASON: To safeguard the amenity of neighbouring residents, in accordance with policy

DM 1 of the Harrow Development Management Policies Local Plan (2013).

6 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).

7 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).

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 Cannon Lane School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the development 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 31st 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 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 Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site/development in accordance with Secured By Design Certification Part Two (physical security only) shall be installed and the Secured by Design Certification Part Two (physical security only) shall be submitted to and approved in writing by the local planning authority.

Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <http://www.securedbydesign.com/guides/index.aspx> and shall include the following requirements:

1. all main entrance door sets and communal entrance doorsets shall be made secure to standards, independently certified, set out in PAS 24:2007 or WCL 1 'Security standard for domestic doorsets';

2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS 7950:1997 or WCL 4 'Security standard for domestic windowsets'.

Following implementation the works shall thereafter be retained.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policy DM 2 of the Harrow Development Management Policies Local Plan (2013), and Section 17 of the Crime & Disorder Act 1998.

14 Before the development hereby permitted is occupied a Sustainability and Energy Strategy, detailing the method of minimising carbon dioxide emissions in accordance with Policy 5.2 of The London Plan 2011 shall be submitted to and approved in writing by the Local Planning Authority. Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the first occupation of the development, a post construction assessment shall be undertaken demonstrating compliance with the approved Sustainability and Energy Strategy which thereafter shall be submitted to the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with policy 5.2 of The London Plan (2011) and policy DM 12 of the Harrow Development Management Policies Local Plan 2013.

15 Prior to the use of the car park at the Chesnut Drive entrance hereby permitted, details of the operational times of the car park lighting shall be submitted 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 the development does not unduly impact on the residential amenities of the existing occupiers of the adjoining properties, in accordance with policies 7.6 of The London Plan 2012 and saved policies D4 of the Harrow Unitary Development Plan (2004).

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy:

National Planning Policy Framework (2012)

Policy Statement – Planning for Schools Development (DCLG, 15/08/11)

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

5.7 – Renewable energy

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

6.11 – Smoothing traffic flow and tackling congestion

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

7.19 – Biodiversity and Access to Nature

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 14 – Renewable Energy

Policy DM 22 – Trees and Landscaping

Policy DM 42 – Parking Standards

Policy DM 43 – Transport Assessments and Travel Plans

Policy DM 46 – New Community Sport and Educational Facilities

Other Relevant Guidance:

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

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

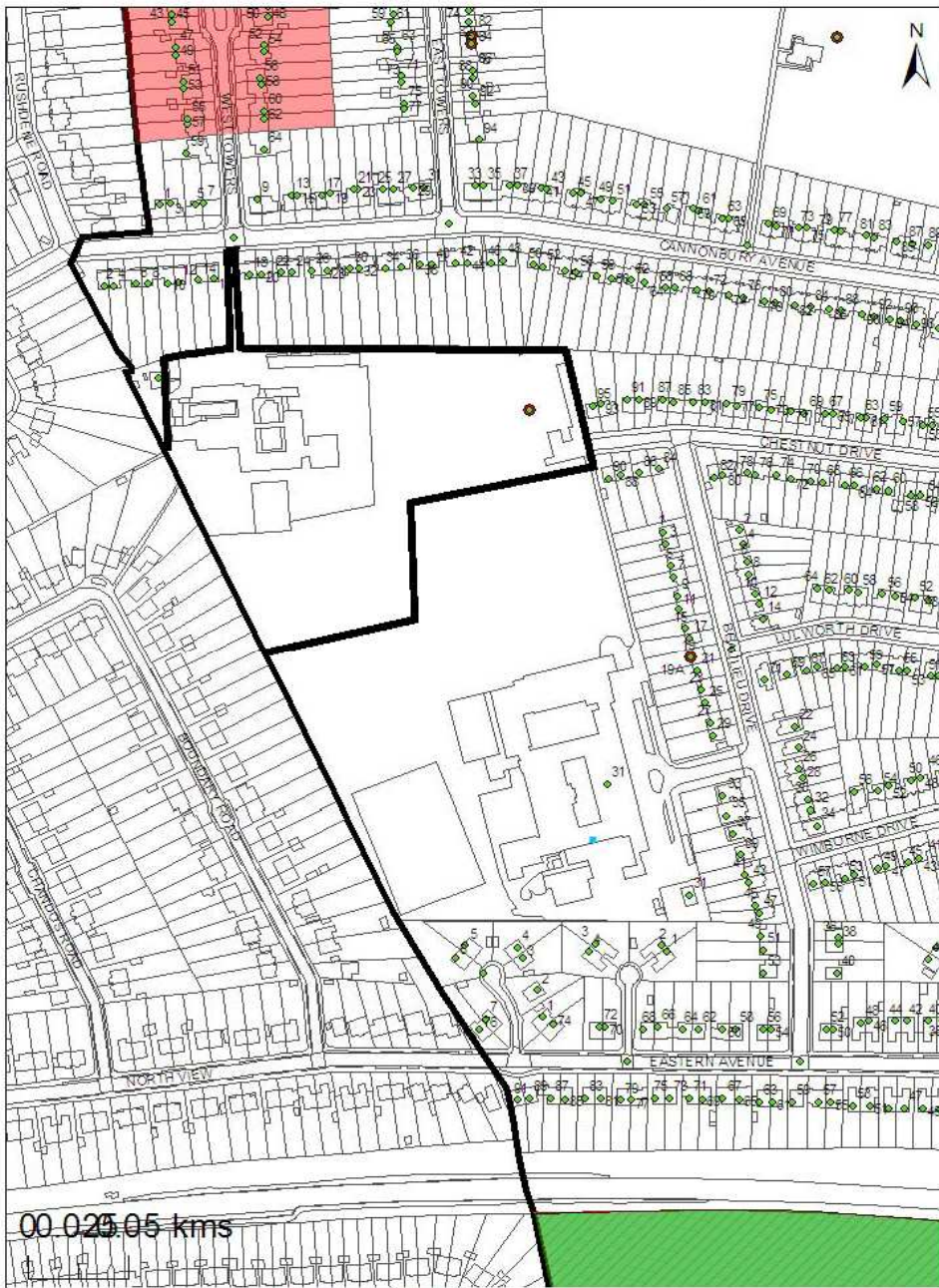
Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

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: Construction Method, Phasing Plan and Logistics Statement for Cannon Lane First School, Harrow; Document titled – Cannon Lane – DIALUX (dated 26.03.2014); Transport Assessment for the Expansion of Cannon Lane School (dated March 2014) by Mott Mac Donald; Document titled Overview of Harrow Councils Primary School Expansion Programme – Harrow’s Approach; Document titled School Expansion Programme 2014-15; Statement of Community Involvement (February 2014); Document titled Secured By Design Meeting at Ruislip Police Station; Un-titled document – Drainage Storage Calculations; Document titled – Basalt; Document titled – Celest; Drainage Strategy – Ref LO1526; Document titled Cannon Lane School by Mott Mac Donald (dated 26/02/2014); Un-titled Site Plan – Aerial View; BREEAM Pre- Assessment by Pinnacle ESP – Report No. P3149C (dated March 2014); Cannon Lane Primary

School Travel Plan (March 2014); Mechanical, Electrical and Public Health Scheme Design, Ventilation Statement & Sustainability Strategy Proposal – Report No. P3148C (dated March 2014); P3148C-SK-004 Rev A; P3148C-SK-003 Rev A; P3148C-SK-001 Rev A; P3148C-SK-002 Rev A; Document titled Cannon Lane Phase 2 – Draft Programme for Planning Submission Only; Document titled Planning Consultation – Cannon Lane School, Harrow; Design and Access Statement (dated 28th March 2014); L4050 Rev C; 001 Rev C; 002 Rev C; 003 Rev B; 010 Rev C; 011 Rev C; 012 Rev C; 013 Rev B; 014 Rev B; 018 Rev B; 022 Rev C; 100 Rev D; 101 Rev D; L2000 Rev C; L2001 Rev C; L2002 Rev C; A1004 Rev A; A1005 Rev A; 14010/T/01B-02; 14010/T/02A-02; 080 Rev A; LO1526/DR01 Rev P2; L3051 Rev E; L3050 Rev E; P3148C-E-010 Rev 1; Untitled drawing – Car Park Lighting Columns

CANNON LANE FIRST SCHOOL, CANNONBURY AVENUE, PINNER



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SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

Item No. 2/01

Address: REAR OF UNITS 1 AND 2, 354 - 356 PINNER ROAD, HARROW

Reference: P/0979/14

Description: CHANGE OF USE OF ADDITIONAL FLOORSPACE FROM RETAIL (USE CLASS A1) TO A GYM (USE CLASS D2) TO PROVIDE AN EXTENSION TO THE EXISTING GYM USE.

Ward: HEADSTONE NORTH

Applicant: THE GYM LTD

Agent: CGMS CONSULTING

Case Officer: SUSHILA BHANDARI

Expiry Date: 22 MAY 2014

RECOMMENDATION

GRANT planning permission for the development described in the application and submitted plans, subject to condition(s).

REASON

The proposed change of use of the existing vacant shop (use class A1) to a Gym (use class D2) would bring the current vacant premises into use. It has been vacant since the completion of the development which was granted under ref: P/2447/04/CFU. The site is not located within the active shopping frontage of Pinner Road, but rather on the return side fronting Station Road and as such the proposed change of use would not impact upon the retail function of this section of the North Harrow District Centre. Furthermore, the proposed change of use would benefit the wider community in comparison to the existing situation of the vacant premises that has failed to attract an occupier. The proposal would have no undue impact upon the residential amenities of adjoining properties and it would have no undue impact upon the character and appearance of the area. The decision to grant planning permission has been taken having regard to national planning policy, the policies of The London Plan 2011, the Harrow Core Strategy 2012, and the Development Management Policies Local Plan 2013, as well as to all relevant material considerations including any responses to consultation.

INFORMATION

This application is being reported to Planning Committee as the proposal is for the change of use of the premises with a floor area in excess of 400 square metres, which falls outside the scheme of delegation under category 1(d), dated 29th May 2013.

Statutory Return Type: 16: Minor retail distribution and services

Council Interest: None

Gross Proposed Internal Floorspace: 744.40 sqm

Net Additional Floorspace: 0sqm

GLA Community Infrastructure (CIL) Contribution: N/A as there is no additional floorspace

Harrow CIL Contribution: Nil as the use proposed are excluded from CIL liability

Site Description

- The application site forms part of a larger development which was granted planning permission under P/2447/04/CFU for the redevelopment of the site to provide a 3-6 storey building comprising a supermarket at ground floor level, 112 flats, and community facility.
- The unit at present is vacant and has been since the completion of the development.
- The lawful use of the unit is use class A1 (Retail).
- The unit was formerly part of a larger retail unit which has now been sub-divided, whereby the larger unit fronting Pinner Road has been converted into a Gym (use class D2).
- The unit is accessed from Station Road and spread across the ground floor and mezzanine level, with a total floor area of 789 square metres.

Proposal Details

- The proposal seeks to change the use of the existing unit located at the rear of No.354-354 Pinner Road (789 square metres) from Retail (use class A1) to use as an extension to the existing gym (use class D2).
- No external alterations are proposed.

Revisions to Previous Application

Following the previous decision (P/1445/13) the following amendments have been made:

- This application solely relates to the use of premises as a gym (use class D2) whereas the previous application sought a flexible D1 and D2 use.
- The previous application sought modification to the existing ramped access to the subject premises and provision of a new shop front and windows at mezzanine level.

Relevant History

P/2447/04/CFU – Redevelopment for 3-6 storey building to provide supermarket 112 flats community facility; parking and access and extension of time to complete s106 agreement
Granted – 19-Oct-2006

P/0352/08/DVA – Variation of condition 3 of planning permission P/2247/04/CFU
Granted – 10-Mar-2008

(Allowed for phased occupation of the development)

P/2390/08/DVA – Details of highway reinstatement works required by condition 2 of planning permission P/2247/04/CFU
Granted – 24-Jul-2008

P/2743/10 – Modify section 106 Agreement to planning permission P/2247/04/CFU dated 16-Oct-2006 to change the tenure types
Awaiting completion of Agreement

P/3481/11 – New shopfronts in association with the conversion of existing one single retail unit into three retail units; front ramp steps and handrails and external alterations
Granted – 20-Apr-2012

P/1891/12 – Change of use from retail to gym/health and fitness centre (Use Class A1 to Use Class D2)

Granted – 02-Oct-2012

P/3103/12 – New shopfront and doors to Pinner Road elevation

Granted 15-Feb-2013

P/3180/12 - Details pursuant to condition 5 (noise levels) attached to planning permission P/1891/12 dated 02/10/2012 for change of use from retail to gym/health and fitness centre (use class A1 to use class A2)

Granted 04-Mar-2013

P/1445/13 - New shop front and replacement windows at front (mezzanine level) and at rear; re-modelling of existing access ramp fronting station road and sub-division of existing retail unit; change of use from retail(use class a1) to use class D1 and/or D2

Granted 30-Sept-2013

Pre-Application Discussion (Ref.)

- None

Applicant Submission Documents

- Planning Statement (summarised as follows)
 - Site has been vacant since the completion of the development in 2008 and has consent for A1 retail use.
 - Despite marketing, no suitable A class occupiers have shown an interest in occupation of the floorspace.
 - Loss of retail floorspace is accepted by policy.
 - Change of use will support existing operation and would ensure a continued beneficial impact for other A1 uses in the town centre.
 - Extension to the gym use would encourage new users to the centre and generate footfall and linked trips to other uses in the town centre.
 - Proposed change of use will bring the remainder of this commercial property into active use, removing the dead frontage on Station Road and provide an appropriate town centre use within the context of the location.
 - Additional floorspace would be operated and managed in the same way as the existing gym.
 - Overall the proposal would have a positive impact on the wider area and would be in compliance with the adopted policies.

Consultations

Highway Authority (summarised as follows):

The comments below for the original permission still broadly apply to the proposed expansion of the D2 gym use: *There are no specific highway/public realm concerns with regard to this CoU from A1 to D2 gym use in the overall context of the original 'Genesis' development as a whole. Traffic generation is not envisaged as being significant in pure number terms as patronage is likely to be absorbed within linked trips to the site given the existing shopping attractions in North Harrow.*

However any specific D2 generated patronage can be accommodated by use of the local on and off-street car park provisions and by way of public transport via a good train and local bus service.

In summary there is no objection.

Headstone Residents' Association

While we are happy to see the site occupied after being empty so long and feel The Gym has improved the attractions of North Harrow shopping area, we have some comments:
The applicant's statement does not mention parking or noise.

This is a residential building (Gilbert Square flats). In the decision notice of P/1891/12, Environmental Health asked for a full acoustic report to protect residents of the flats from noise nuisance. The same should apply to this extension.

Since the original application P/1891/12 for The Gym was granted, one hour free parking in North Harrow car parks has been removed and nuisance to residents or nearby roads by inconsiderate parking by Gym users has increased. This particularly affects Cumberland Road, Gloucester Road and Westmorland Road, lower Canterbury Road, Hooking Green, Cambridge Road and lower Woodlands. A resident of Cambridge Road presented a petition to Harrow Council complaining about the late night noise and unsocial behaviour in North Harrow small car park believed to be contributed to by Gym users.

The application says access to the site and operation of the site will be as existing. The Gym has currently a single member entry/exit on Pinner Road. The applicants should provide an amended ground plan showing existing and proposed entrance/ exits including all emergency exits and (because of the increase in size) amended evacuation procedures in event of flooding or other emergency. Is there to be an emergency exit on Station Road?

The privacy of residents of the flats at Dukes Court must be ensured. It must not be possible to overlook their entry keypad from the application premises or by any CCTV which may be installed.

Application for section 12 (Assessment of Flood Risk) says that the site is within an area at risk of flooding and is within 20 metres of a watercourse (the culverted Yeading Brook runs underneath the site). The same section indicated a Flood Risk Assessment is required. Has this been requested?

Drainage Engineer

The applicant should provide an evacuation/emergency plan.

Advertisement

None

Notifications

Sent: 111

Replies: 0

Expiry: 15/05/2014

Addresses Consulted

352A and 352B Pinner Road

The Counting House, 352 Pinner Road

Flats 1 to 10 Yeoman Court, Pinner Road

Flats 1 to 49 Savoy Court, Station Road (including Community Centre)

First Floor Flat, - 368a, unit at rear of 368-370, 368-370 Pinner Road

Flats 1 to 17 Patience Court, Canterbury Road

Summary of Responses

- None

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 and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

On 11 October 2013, the Greater London Authority [GLA] published Revised Early Minor Alterations [REMA] to The London Plan 2011. From this date, the REMA are operative as formal alterations to The London Plan 2011 and therefore form part of the development plan for Harrow.

MAIN CONSIDERATIONS

Principle of Development
Character and Appearance of the Area
Impact on Residential Amenity
Highway Safety and Parking
Development and Flood Risk
Accessibility and Inclusivity
Equalities Implications
S17 Crime & Disorder Act
Consultation Responses

Principle of the Development

The application site previously formed part of the main retail unit fronting Pinner Road, which is currently in use as a Gym following the approval of planning permission under P/1891/12 for the change of use from Class A1 (retail) to Class D1 (Gym). The application site is subdivided from the larger unit and benefits from its own entrance from Station Road. The larger unit is located within the secondary shopping frontage of North Harrow District Centre as defined on the Harrow Policies Map (following the re-designation of all frontages in the North Harrow District Centre to secondary frontage upon the adoption of the Site Allocations Plan 2013). However, the frontage of the subject site is not located within any designed frontage of the town centre and as such it would be excluded from the assessment required under policy DM37 of the DMP relating to changes of uses in secondary and designated shopping frontages. In this regard, the most relevant policy in assessing the principle of this proposal is policy DM38 of the DMP which relates to other town centre frontages and neighbourhood parades. It is noted that the North Harrow District Centre does have a Local

Development Order (LDO) in place, which came in to force on 1st July 2012 and is effective for 3 years. However, the subject site is not covered by this LDO and as such this is not a material consideration when assessing this application.

Policy DM38 of the DMP states within non-designated parades of town centres, the use of ground floor premises for purposes that are appropriate town centre, community and economic uses will be permitted provided that they *inter alia* provide a window display or other frontage appropriate to the centre and there would be no detrimental impact upon the amenity of neighbouring occupiers or highway safety.

The subject site already benefits from an extant planning permission granted under ref: P/1445/13 for the subdivision of the existing unit into two units, whereby the ground floor would form one unit and the mezzanine floor would form the second unit and to change the use of the site from use class A1 (retail) to use classes D1/ D2 (but excluding the following uses in these classes: schools, crèches, cinemas, bingo halls, swimming baths, skating rinks, tennis courts, cricket and football pitches, golf courses, driving ranges, all outdoor sports facilities, music and concert halls).

This new application has been made by a different applicant to that of P/1445/13 and the material difference in this current application is that the applicant seeks to use the site (both ground and mezzanine level) as an extension to the existing gym (use class D2).

The unit has been vacant since the time of the completion of the substantive development. The applicant has provided marketing data in support of their application and the local planning authority is aware that the owners of the site have been trying to let the subject site for a number of years as a retail unit but have not been successful in finding a user for the site. It is considered that the use of the unit as a gym (D2) would bring the vacant unit back into use. On this basis, the proposed change of use would be acceptable and would serve to meet the policy aspirations set out under policy DM38 of the DMP.

Character and Appearance of the Area

Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass.

Core Policy CS1.B specifies that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.'

Policy DM1 of the DMP gives advice that "all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted.

This application does not seek any external alterations to the unit at the rear. Accordingly, there would be no conflict with the above stated policies.

It is noted that the substantive planning permission ref: P/2447/04/CFU for the redevelopment of the site provides for a shop front and mezzanine level windows on the elevation fronting Station Road as part of the approved drawings. Whilst the shop front and windows have not been installed, the openings to these have been put into place as part of the construction of the building and as such there are no restrictions upon the applicant in

installing the glazing elements to these openings.

It is further noted that under application ref: P/1891/12 a condition was imposed requiring a window display to be retained on the frontage of Pinner Road to ensure that the unit does not create a dead frontage and the vitality of the town centre is ensured. It is considered that for the purposes of this current change of use application, given that the unit at the rear would form an extension to the existing gym which already benefits from an appropriate shop front display such a condition is not deemed necessary in this current proposal. Furthermore, the existing openings to the subject unit fronting Station Road, which in itself is not part of the district centre or within a parade of shops where such a condition would be warranted to safeguard the vitality of the town centre.

In conclusion, the proposal is considered to be acceptable and would be in accordance with the policies stated above.

Impact on Residential Amenity

Policy DM1 of the DMP seeks to ensure that “proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted”. It goes on to state under sub-section D (h) that when assessing privacy and amenity it will have regard to the impact of proposed use and activity upon noise, including hours of operation, vibration, dust, air quality and light pollution. This is further supported under The London Plan policy 7.15B.

As stated above policy DM38 of the DMP will support changes of use within non-designated parades of town centres so long as such a use would not have a detrimental impact on the amenity of neighbouring occupiers.

As noted above, the proposal would not include any external alterations to the building. The openings that have already been approved as part of the redevelopment of the site would be sited below the existing windows of the residential flats above. As such, there would be no loss of privacy of the residential occupiers above.

It is considered that the proposed change of use from a retail use to a gym (use class D2) would be unlikely to have a detrimental impact upon the residential amenities of the neighbouring occupiers. Furthermore, the site is located on a busy distributor road and the residents in the flats above are already exposed to ambient levels of noise from the surrounding road network. It is noted that the applicant has not specified the hours of operation but the supporting Planning Statement indicates the use would operate and be managed as the existing gym, which operates on a 24 hours basis. In permitting the change of use of Nos.354-356 Pinner Road from retail shops to a gym under application ref: P/1891/12, it was acknowledged that the operation of the site on a 24 hours basis could give rise to potential disturbance to residential occupiers of the flats above. However, given that the level of patronage during late nights and early mornings would be relatively low, it was considered that a 24 hour use could be permitted subject to a condition requiring details of the sound attenuation measure to be incorporated into the scheme including details for any audio and visual equipment which would be installed as part of the use. Whilst the Environmental Health Team have raised no specific comments with regard to this current application, it is considered that a similar condition to that attached under P/1891/12 could be justified in this case, to safeguard the amenity of residential occupiers against unreasonable levels of noise and disturbance in line with policy DM1 of the DMP and policy 7.15B of The London Plan.

Representations have been received from Headstone Residents Association about late night noise and unsocial behaviour in North Harrow small car park which is believed to be contributed to by the gym users. While taking note that the existing gym operates 24 hours and that there maybe some disturbance attributed to the comings and goings, North Harrow car park is used by patrons of other shops and restaurants in the area and provides for off street parking 24 hours. It is expected that there would be some level of disturbance associated within the car parks that bound residential development and whilst this is not ideal, this is an existing situation and the car parks are required to operate 24 hours to ensure parking is available to visitors in the event when on street pay and display bays within the locality have been occupied.

In conclusion, it is considered that the proposed change of use subject to appropriate conditions, would have no detrimental impact upon the residential amenities of the neighbouring occupiers and therefore the proposal would give to no conflict with the policies stated above.

Highway Safety and Parking

Policy DM42 of the DMP give advice that developments should make adequate provision for parking and safe access to and within the site and not lead to any material increase in substandard vehicular access.

The application site does not have any allocated parking spaces as part of substantive development. Unlike the previous application ref: P/1445/13, this application does propose an end user and accordingly this application has not necessitated a transport assessment. Whilst it is acknowledged that Headstone Residents Association have raised concerns about that the users of the Gym parking inconsiderately on nearby residential streets has increased since the removal of the one hour free parking in North Harrow car parks, it is difficult to claim that this is solely attributed by the Gym users only, given that visitors to the district centre would also be competing to park in the free spaces, along side commuters using North Harrow Station. The Council's Highway Authority have raised no objection to the proposed change of use of the premises to a gym, given that the area does provide for paid on and off street parking and is accessible by public transport. In this regard, it is considered that the proposal would give rise to no conflict with the policy stated above.

Development and Flood Risk

The proposal is for a change of use and as such, the proposal would not increase the built form of the development on the site.

With the grant of planning permission for the original development, it was noted that suitable and adequate drainage had been provided, and that suitable protection for the western culverted arm of the Yeading Brook had been provided. As the proposed development would represent a change of use within the 'less vulnerable' categories of development with regard to flood risk, no Flood Risk Assessment (FRA) is required. This was also the case in application P/1445/13, where it was confirmed by the Drainage Services Manager that a FRA is not required.

It is therefore considered that the proposal would have no impact on flood risk in the area, in accordance with paragraphs 100 and 103 of the NPPF, policy 5.12 of The London Plan (2011), Core Strategy policy CS1.U and W and policy DM9 of the DMP.

Notwithstanding the above, it is recommended that the premises should have evacuation

procedures in place in the event of flooding. Given that the fronts of the premises are above the modelled flood level, this would be the most suitable means of egress. An informative recommending that the occupiers of the unit put flood emergency plans in place is suggested.

Accessibility and Inclusivity

Policy DM2 of the DMP and policy 7.2 The London Plan requires all future development and change of use proposals to meet the highest standards of accessibility and inclusion. The Council's has adopted a Supplementary Planning Document 'Access for All' 2006, which provides detailed guidance on achieving an accessible design.

The main entrance to the gym from Pinner Road is served by a ramped access and therefore in this regard the proposed change of use would give to no conflict with the above stated policies.

Equalities Impact

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy DM1 of the DMP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal.

The proposal is considered not to give rise to any conflict with regards to the above stated policies.

Consultation Responses

In response the comments made the Headstone Residents Association, these have been addressed in the main body of the above appraisal.

CONCLUSION

The proposed change of use of the existing vacant shop (use class A1) to a Gym (use class D2) would bring the current vacant premises into use. It has been vacant since the completion of the development which was granted under ref: P/2447/04/CFU. The site is not located within the active shopping frontage of Pinner Road, but rather on the return side fronting Station Road and as such the proposed change of use would not impact upon the retail function of this section of the North Harrow District Centre. Furthermore, the proposed change of use would benefit the wider community in comparison to the existing situation of the vacant premises that has failed to attract an occupier. The proposal would have no undue impact upon the residential amenities of adjoining properties and it would have no undue impact upon the character and appearance of the area. The decision to grant

planning permission has been taken having regard to national planning policy, the policies of The London Plan 2011, the Harrow Core Strategy 2012, and the Development Management Policies Local Plan 2013, as well as to all relevant material considerations including any responses to consultation.

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 premises shall be only be used for the purposes set out in the application (Gym) and for no other purpose, including any other purpose in Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).

REASON: To safeguard the amenity of neighbouring residents and the character of the locality and in the interests of highway safety in accordance with policies DM1 and DM42 of the Harrow Development Management Policies Local Plan 2013.

3 The use hereby permitted shall not commence until a scheme is submitted to, and agreed in writing by, the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site. The submitted details shall include a full acoustic report detailing sound insulation details of the construction and a full layout of audio visual equipment and a compliance certificate for the level in which the music limiters are to be played. The agreed scheme shall be fully implemented before the change of use hereby permitted takes place and shall be retained in its approved form for so long as the use continues on site.

REASON: To ensure that the proposal does not give rise to noise nuisance to neighbouring residents, as required by policy 7.15 of The London Plan (2011) and policy DM1 of the Harrow Development Management Policies Local Plan 2013.

4 No music or any other amplified sound caused as a result of this permission shall be audible at the boundary of any residential premises either attached to, or in the vicinity of, the premises to which this permission refers.

REASON: To ensure that the proposed development does not give rise to noise nuisance to neighbouring residents in accordance with policy DM1 of the Harrow Development Management Policies Local Plan 2013.

5 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Site Plan; Planning Statement; Z393-01-101 REV I

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

INFORMATIVES

1 INFORMATIVE:

The following policies and documentation were taken into consideration:

National Planning Policy Framework (2012)

The London Plan (2011) including Revised Early Minor Alterations to The London Plan 2013: Policies 5.12B, 6.9B, 6.13C, 7.2C, 7.3B, 7.4B, 7.6B, 7.15B

2 Grant without pre-application advice

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. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

3 INFORMATIVE:

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.

4 INFORMATIVE:

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:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

5 INFORMATIVE:

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.

6 FLOOD RISK

The applicant is advised that part of the application site is within flood risk zones 2 and 3. It is recommended that the occupiers of the retail unit/units adopt contingency plans to cope with evacuation of the premises in case of flooding.

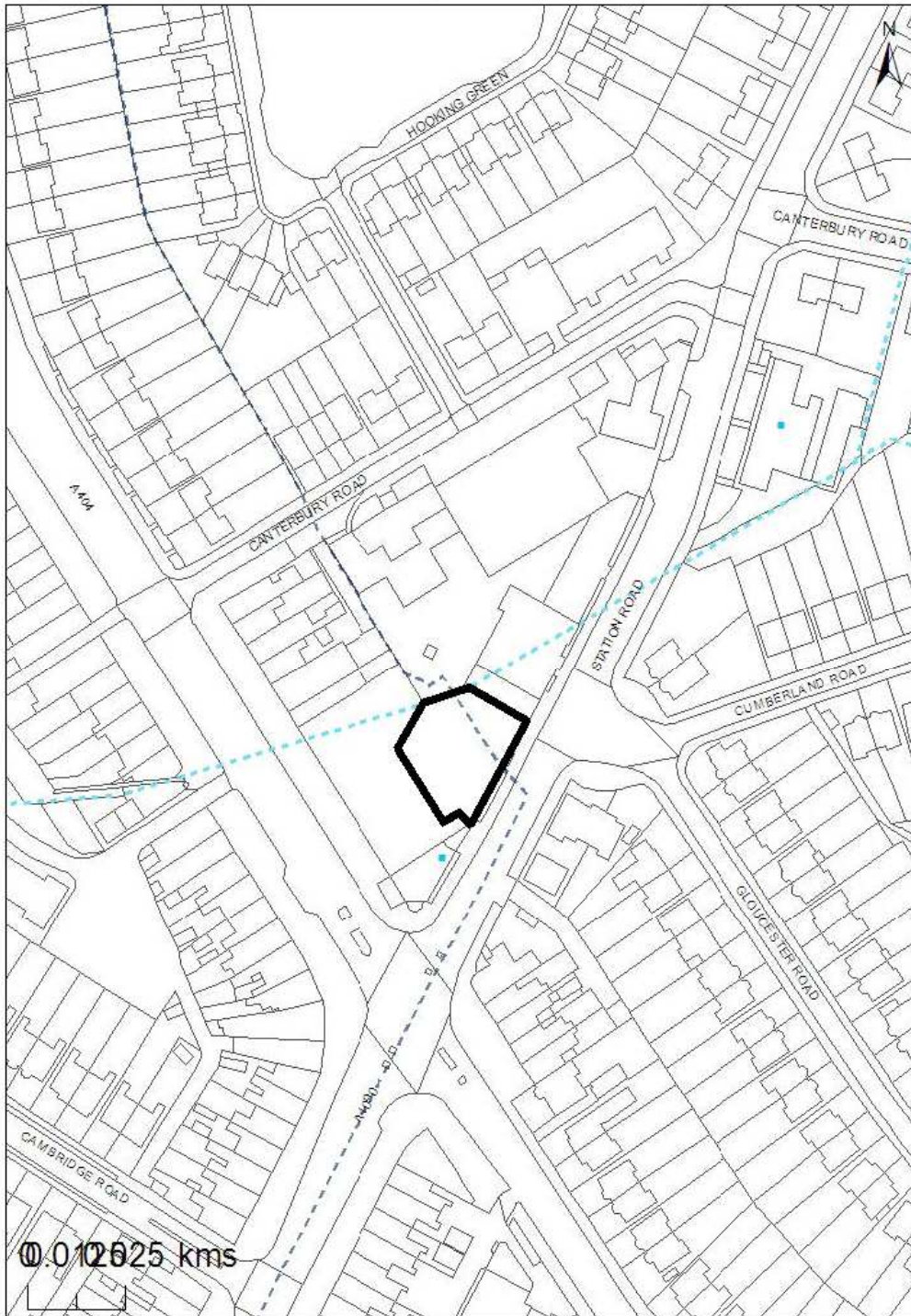
7 Grant without pre-application advice

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. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

Plan Nos: Site Plan; Planning Statement; Z393-01-101 REV I

354-356 PINNER ROAD, HARROW



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Item No: 2/02

Address: SHAFTESBURY SCHOOL, LONG ELMES, HARROW WEALD

Reference: P/1251/14

Description: CONSTRUCTION OF A TWO STOREY EXTENSION TO THE NORTH OF THE SITE; ASSOCIATED HARD AND SOFT LANDSCAPING; ASSOCIATED PARKING (INVOLVING PARTIAL DEMOLITION OF THE EXISTING BOILER ROOM) (IN ASSOCIATION WITH THE EXPANSION OF THE SCHOOL TO CREATE 40 ADDITIONAL SPACES BY 2017).

Ward: HATCH END

Applicant: HARROW COUNCIL

Agent: ELLIS WILLIAMS ARCHITECTS

Case Officer: NICOLA RANKIN

Expiry Date: 29th May 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 Shaftesbury School, Long Elmes, Harrow Weald, HA3 6LE.

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 Shaftesbury School, Long Elmes, Harrow Weald, HA3 6LE.

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: 868sqm

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 18th 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 corresponding increases 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. Shaftesbury High 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. Shaftesbury 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 Shaftesbury 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 Shaftesbury High School has 160 pupils with an aspiration to accommodate 200 pupils by 2017.

Site Description

- The application relates to Shaftesbury High School located to the north of Long Elmes and to the east of Headstone Lane.
- The school is bound by residential properties to the south along Long Elmes, St Teresa Primary school to the east and Hatch End high school to the north.
- The main pedestrian and vehicular access is from Headstone Lane which is shared with Hatch end High School.
- The original school is single storey and was built in the 1940's and since then has had various extensions and alterations over the years, some with a more modern appearance. The main school building runs north to south across the site with three projecting wings running to the east.
- There is an internal courtyard on the northern side of the site which is bound by two mobile classroom blocks to the east, a boiler house to the north and the school gym hall to the west.
- Parking is located adjacent to the access road to the west and there is also another large parking area to the rear of the site which is shared with Hatch End High School. There are 17 car parking spaces allocated in the front car park and Shaftesbury High School has 16 out of the 31 spaces to the rear.
- The external surfaces of the building are comprised of a mixture of brick and render.
- Hard surfaced play areas are located on the west and eastern side of the school building.
- The site is secure with fencing along the side boundaries and large gates on either side of the main entrance building.

Proposal Details

- The application proposes construction of a two storey extension to the north of the site; associated hard and soft landscaping and associated parking (involving partial demolition of the existing boiler room) (in association with the expansion of the school to create 40 additional spaces by 2017).
- The proposed two storey extension to the north of the site would have a maximum width of 39 metres. It would have a maximum depth of 18 metres at first floor and a maximum depth of 25 metres at ground floor.
- The building would have a flat roof with a maximum height of 7.5 metres from ground level.
- The proposed two storey extension would include 4 general classrooms on the ground floor and 5 small group work rooms on the upper floor, new reception area, new toilets

and a staff area and storage area.

- The proposal would link to the existing boiler room and would form an enclosed courtyard area to the north of the site. The area around the north and west of the extension would be hard surfaced with new paving.
- Five new parking spaces would be provided to the north of the site.
- The two storey extension and associated works is for the expansion of the existing educational facilities to facilitate 40 additional special educational needs spaces by 2017. The expansion would be an incremental increase over the next 7 years.

Relevant History

P/2160/09 TWO TEMPORARY MODULAR BUILDINGS TO PROVIDE TEACHING SPACE FOR ADDITIONAL PUPILS AND DEMOLITION OF TWO EXISTING TEMPORARY BUILDINGS; NEW ELECTRICITY SUBSTATION; THREE NEW CAR PARKING SPACES

Granted 15-Jan-2010

P/3345/08 CONSERVATORY WITH PATIO ATTACHED TO STAFFROOM

Granted 07-Jul-2009

P/3004/07 SINGLE STOREY EXTENSION ON SOUTH ELEVATION

Granted 23-Nov-2007

Pre-Application Discussion

- N/A

Applicant Submission Documents

√ Design and Access Statement (summary)

- The aspiration of the new extension to Shaftesbury School is to provide the much needed teaching, communal and staff facilities that reflect the dynamics of delivering education in the 21st century. The proposal also aims to improve the outside of the boiler house which is dated, neglected and in need of light refreshment and restoration.
- 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 existing eaves and ridge heights of the current buildings.
- The decision to construct part of the new extension within the boiler room footprint is to limit the massing effect on the surrounding buildings. The proposal also limits its impact on the existing schools valuable hard and soft play spaces.
- The new extension will not cause any loss of light or shadowing to any of the existing classrooms as it is located to the north of the site.
- The proposed extensions façade will be brick to blend in with the existing school's staff, hall and boiler room. The intent is to tie all the buildings together to form a whole.
- The proposed improvements would better equip Shaftesbury School to accommodate local demand in the future and be more able to deliver positive outcomes for local children families and communities.

√ Travel Plan

√ Transport Assessment

√ Statement of Community Involvement

√ Drainage Report

√ Flood Risk Assessment

- ∨ Ecological Appraisal
- ∨ Arboricultural Report
- ∨ Sustainability Statement

Consultations:

Highways Authority: Overall the proposed mitigations for the expansion of Shaftesbury 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: The above premise is not on this Authority's Contaminated Land Register at this time. On-going consideration is being given to the appropriate course of action with respect to review and inspection of contaminated land within this Authority, subject to the lead set by the government, legislation and Harrow's contaminated land strategy. The documents make reference to adhering to the Considerate Contractors Scheme which is an aspect EH would wish to positively promote. The documents also make reference to the school being situated near to light industrial use. Extra pollution load via transport was not thought to be an issue since most pupils are brought in via bus and not individual cars.

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 recommendations in the Arboricultural Report.

Landscape Architect: No objections, subject to conditions.

Secure By Design Officer: I welcome the comments within the Design and Access statement and the commitment to achieve Secured By Design Part 2, physical security. This is achievable should they follow the advice and standards within the design and access statement.

Advertisement

Site Notice x 4: General Notification: Expiry: 06.06.2014

Notifications

Sent: 148

Replies: 0

Expiry: 05.05.2014

Addresses Consulted

- 55-109 (odds) Courtney Avenue
- 207-283 (odds) Long Elmes
- 204-252 (evens) Long Elmes
- 225-239 (odds) Headstone Lane
- 326-336 (evens) Headstone Lane
- Shugaurd Storage Centre, Headstone Lane
- Apt Skidata, Headstone Lane
- Hatch End High School

- St Teresa Catholic Primary School
- 18-24 (evens) Theobald Crescent
- 15-21 (odds) Theobald Crescent

Summary of Responses

- None

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
 Residential Amenity
 Traffic and Parking
 Sustainability
 Accessibility
 Biodiversity, 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”.

Furthermore, on the 15/08/11 the DCLG published a policy statement on planning for schools development which is designed to facilitate the delivery and expansion of state funded schools. It states:

The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state funded school places, increasing choice and opportunity in state funded education and raising educational standards.....The Government wants to enable good schools to open and new schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state funded school sector to meet both demographic needs and the drive for increased choice and higher standards”.

“It is the Government’s view that the creation and development of state funded schools is strongly in the national interest and that planning decision makers can and should support that objective, in a manner consistent with their statutory obligations”

Policy 3.18 of The London Plan (2011) seeks to ensure inter alia that development proposals which enhance education and skills provision are supported. Core policy CS1 Z 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 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 provision of permanent educational facilities with a high standard of design and layout to provide much needed school places within the existing community. Overall, it is considered that the impact on residential amenity would be negligible. The proposal would not be detrimental to the surrounding highway network and would not adversely impact on highway safety. 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 school places to meet a growing demand for educational space identified in the development plan. Detailed consideration of these and other policy requirements and material considerations is undertaken in the sections below.

Impact on Character and Appearance of the 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 not be readily visible from any public viewing points. However, officers consider that the views from residential properties to the south and west 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. Although the building would be two storeys and higher than the adjacent school buildings, it would be lower than the existing adjacent boiler room and is not considered to appear out of place within the context of the school site, particularly as there is also a two storey building adjacent within the Hatch End School site. It is considered that the juxtaposition between the old and the new building would be acceptable in this case, given that the existing adjacent buildings are largely outdated and of limited architectural quality. The proposed building would enhance the appearance of the adjacent buildings on the northern side of the site and subject to the use of appropriate materials would enhance the character and appearance of this part of the site. The existing school is constructed in a mixture of render and brick and It is proposed to finish the extension in brick which will compliment the existing school building. Officers considered that the proposed modern design would therefore enhance the character and appearance of the site. A condition is therefore recommended in respect of materials to be submitted and approved in writing to ensure the extension would harmonise with the appearance of the existing school buildings.

The other proposed external alterations including additional hard surfacing 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 Polices 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 extensions and external alterations would not give rise to a detrimental impact on neighbouring residential amenities. The school is bound by Hatch End High School to the north, St Teresa’s Catholic Primary School to the east, commercial and residential properties to the south and residential properties to the west. The proposed two storey extension would be sited some 70 metres from the boundary with the residential properties along Long Elmes to the south and approximately 85 metres from the boundary with residential properties along Long Elmes to the west. However, none of the extensions would be readily visible and furthermore the building would be partially buffered by the presence of the existing building. The proposed extensions and alterations are therefore considered to be acceptable in this regard.

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 proposal would not give rise to any significant changes in terms of hard and soft play space provision and the proposal 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. The proposal would result in the loss of four existing parking spaces and five new spaces would be provided. The new parking spaces would be sited on the northern side of the extension and there location is not considered to result in a detrimental impact in terms of amenity. 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.

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 at the pre-application stage, reported 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 and this is discussed in detail below.

Shaftesbury School is located in Headstone Lane which is a relatively busy road subject

to a 30mph speed restriction in an area which is predominantly residential. The school has only one entrance which is located, in Headstone Lane. There is a zebra crossing just north of junction with Chantry Place.

Hatch End High School is situated immediately to the north and St Teresa's Catholic Primary and Nursery School is located immediately to the east. Both schools are in close proximity to Shaftesbury School. Hatch End High School is a large mixed school with twelve forms of entry and a sixth form, with its entrance on Headstone Lane approximately 50m to the north of that of Shaftesbury School. St Teresa's School which has its entrance on Long Elmes, is a mixed primary school with two forms of entry.

The entrance has two dedicated gates, one for pedestrians and other for vehicles. There is a segregated footpath adjacent to the vehicle access road within the school grounds for pedestrians. The entrance area to the school is marked with "schools keep clear" zig-zags.

Cycle access is via the vehicle entrance and exit points on Headstone Lane. The school does not have any covered cycle parking spaces, but cycles can be chained to metal rails at the front of the school with space for 8 cycles.

Vehicles enter the school premises via the entrance on Headstone Lane to access the school car park, for servicing and deliveries.

Within the grounds the school has a dedicated area for Harrow Council SEN Transport buses to drop-off and pick-up children, located adjacent to the school playground. The school allows parents to enter the site to drop off and pick up children in the school playground. This scheme has been operating since last summer, and was introduced with the support of Harrow Council. Staff report that this has reduced the congestion levels within the school and on Headstone Lane during the peak periods.

The Travel Impact Assessment finds that Headstone Lane is a relatively busy road with moderate congestion levels experienced in the morning and afternoon peak periods. Headstone Lane has various waiting and stopping controls in the vicinity of the school, including a zebra crossing, "school keep clear" zig-zags, single and double yellow lines.

Transport impact and proposed mitigations

The special transportation requirement for pupils of Shaftesbury School means that mode share is dominated by minibus travel. This is unlikely to be influenced by travel planning initiatives, and already represents the most suitable means of access to and from the school for pupils. However, 29% of pupils have shown preference towards independent public transport. Dependency on the car is therefore quite low overall.

The dedicated parking areas for minibuses and parents are expected to remain unchanged. The number pupils arriving by car will increase by four and this can be accommodated in the school playground. The school has approximately 14 spaces for Harrow Council minibuses and it is fully utilised during the drop-off and pick-up period. The number of minibuses accessing the school is expected to increase by four and the school cannot accommodate these additional vehicles during the peak periods. Therefore, minibus movements will need to be more closely managed by the school by a combination of staggered arrivals of vehicles to minimise waiting, and perhaps increasing SEN pupil numbers in each vehicle.

Officers consider that the small increase in school traffic as a result of the proposed school expansion will not cause any significant effect on traffic conditions. These estimated increases, of four minibuses, 15 staff vehicles and four parent vehicles, are small in comparison to background traffic flows and well within normal daily variation.

The increase in teaching staff is likely to cause a small increase in parking on local roads however, since parents and minibuses will enter the school site to set down or pick up children, there will be no other impact on local roads. The small increase in school traffic as a result of the proposed school expansion it is not expected to cause any significant effect on traffic conditions and is well within normal daily variation.

The pedestrian and cyclist access points would not be affected by the school expansion works. Currently 7% of children either walk or cycle to school. Clearly these modes have the smallest impact on the environment and on traffic conditions, and current facilities (such as footway widths) are sufficient to accommodate the increased numbers that will result from school expansion. 23% of school staff have shown preference towards cycling to school to and as such officers consider that this should be actively encouraged.

Shaftesbury School currently has significant problems related to the level of parking in the school's internal car park

Physical measures	Observations
It is recommended that consideration be given to increasing the number of parking spaces within the school to accommodate the increase in staff numbers. Additional spaces could be provided on the left hand side of the access road leading to school playground & entrance	This measure is supported to reduce impact of parking on the public highway.

The Travel Impact Assessment identifies that the roads surrounding Shaftesbury School suffers from inconsiderate and illegal parking and this is caused by parents dropping-off / picking-up their children from the nearby Hatch End High School.

Officers of the Councils Highways Authority have therefore recommended that the Council's current enforcement practices for schools needs 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. In addition it should be noted that the council has recently procured two sate of the art enforcement vehicles specifically to improve enforcement around schools

School Travel Plans

Harrow places a strong emphasis on School Travel Plans and associated walking and cycling measures that deliver health benefits and a reduction in air pollution.

The council travel planning officer's work closely with schools to produce a School Travel Plan document. 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.

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.

Shaftesbury School's current STP is accredited to Bronze standard by TfL's STARS (Sustainable Travel Accredited & Recognised) scheme. The next level of accreditation is silver. At silver level the scheme offers the following benefits:

- Access to funding and support from TfL and borough officers
- An invitation to the annual knowledge-sharing seminar and awards ceremony
- Advice and guidance from borough officers to help plan travel initiatives and apply for accreditation
- Opportunities to get pupils engaged in running travel initiatives and updating the travel plan through TfL's Junior Travel Ambassador (JTA) and Youth Travel Ambassador (YTA) schemes
- Toolkits to help pupils to get involved and run activities
- Opportunities to become a School of Excellence and to attend the prestigious STARS top schools event

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.

The details of the Travel Plan have been referred to the Highways Authority and taking account of the potential increase in traffic set out in the transport assessment officers recommend that the school, with support from Harrow's dedicated School expansion Programme Travel Plan Advisor, should strive towards silver accreditation with the objective of achieving this within two annual accreditation cycles. Further, it is recommended that the school should strive towards gold accreditation with the objective of achieving this within a further three annual accreditation cycles. Accordingly, 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. There is currently no dedicated secure cycle parking area on site. Given there is significant interest in cycling/scooting as the preferred mode of travel for staff, officers consider that this should be actively encouraged. Accordingly, a condition would be attached, should approval be granted, requiring full details of proposed cycling 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 Headstone Lane to enter and exit the school premises. 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 Shaftesbury High 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 Shaftesbury High 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.

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. This is further emphasised by policy CS 1 T of the Harrow Core Strategy (2012).

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. The fabric of the building is intended to achieve low U values, good air tightness and best practice energy efficient luminaires and lighting controls. All the classrooms but one would be north facing to cater for overheating in the summer and an integrated window/louvre system that allows for overnight cooling. The one south facing classroom will incorporate a Brise Soleil to combat overheating in the summer months. For these reasons, officers therefore consider that the proposal is in accordance with policies 5.2 and 5.3 of The London Plan (2011), 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. The proposals would not result in encroachment on any existing soft play space. It is further acknowledged that the need for external hard play space for the expanded school limits opportunities for increasing green space. However, some additional planting will be required to mitigate the impact of the loss of a tree in the area of the proposed extension which is discussed under section 7. The area around the extension will be surfaced with a mixture of hard and soft surfaces. 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.

The proposed extension would be fully wheelchair accessible and the first floor will be accessed via a lift. Disabled WCs will be provided on both floors of the extension. Doors and corridor widths would be acceptable and would enable sufficient circulation and movement around the building. 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).

Biodiversity, 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:

"A. The removal of trees subject to TPOs or assessed as being of significant amenity value will only be considered acceptable where it can be demonstrated that the loss of the tree(s) is outweighed by the wider public benefits of the proposal."

"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.”

The existing school buildings are surrounded by a number of mature trees. 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.

The application is accompanied by an Arboricultural Impact Assessment which concludes that overall there will be minimal impact to the overall site. The proposed extension will be constructed to the north of the existing buildings and would result in the loss of a B category Oak tree. The northern extension will necessitate the alteration of the roadway and parking areas. However, it would not result in any hard surfaces encroaching closer to the trees than is already the case and there would be minimal impact on the trees proposed for retention. It is proposed to replace the oak tree on a three for one basis, with three heavy standard trees (12 to 14cm) around the site in order to mitigate the loss and replace any lost visual amenity and wildlife habitat potential. Officers consider that the adverse impact in relation to the loss of the oak tree is required to be weighed in the balance, alongside the significant policy support to enhance and improve schools, contained in the NPPF and Local Plan.

The application has been referred to the Council’s Arboricultural Officer and landscape Architect who are 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 as well as a condition in relation to details of hard and soft landscaping to be provided in relation to the replacement trees, additional planting and proposed ground surfacing around the site and building.

Subject to conditions in respect of the above matters, officers consider that the ecological and aesthetic value of the area would not be significantly harmed and the development would thereby comply with policies 7.21 and 7.19 of The London plan (2011) and policies DM 20, 21 and 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”*.

Shaftesbury 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. However, the site does lie within a critical drainage area and as such a surface water strategy is required to demonstrate that the proposed development will not create an increased risk of flooding from surface water.

Surface water attenuation tanks and a pumping chamber would be installed below ground level to the north west of the extension 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.

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 and the adjacent schools. As such, the school receives very good levels of natural surveillance. The main reception entrance is locked and controlled by an audio link to the 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. It is recommended that a condition is attached to achieve 'Secured by Design Part 2 – Physical Security' certification.

Consultation Responses

- None

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: Plan Nos: Design and Access Statement; Shaftesbury High School Travel Plan (dated March 2014); Arboricultural Impact Assessment at Shaftesbury High School; Mechanical, Electrical and Public Health Scheme Design and Energy Strategy Proposal – report No. P3148E (March 2014); Shaftesbury High School – Statement of Community Involvement; Construction Method, Phasing Plan and Logistics Statement; S-100-10 Rev P2; Drainage Impact Assessment – Version 1.0 (03.04.2014); A02; A11; A12; AG(0-)A01 Rev B; AG(0-)A02; AG(0-)A03; AG (0-)A11; AG(0-)A31; AG(0-)A32; AG(0-)A61; AG(0-)A62; AE(0-)A02; AG(9-) A01; AG(9-)A03; Transport Assessment for the Expansion of Shaftesbury School By Mott MacDonald (March 2014); Letter from Thames Water, dated 17th March 2014; Document titled storage tank design by Clark Smith Partnership; AG(0-)A04;

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 Shaftesbury High School 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 enhance the character and appearance of the area and the development, in accordance 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 Prior to the construction of the building hereby permitted, details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, shall be submitted to, and approved by, the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement, as required by policies DM 1 and DM 10 of the Harrow Development Management Policies Local Plan (2013).

8 The development hereby permitted shall not be occupied until works for the disposal of sewage and surface water 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 Shaftesbury High School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the development 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 31st 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).

10 The development hereby permitted shall not be occupied until a scheme for the provision of secure cycle 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 polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Polices Local Plan (2013).

11 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).

12 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).

13 Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site/development in accordance with Secured By Design Certification Part Two (physical security only) shall be installed and the Secured by Design Certification Part Two (physical security only) shall be submitted to and approved in writing by the local planning authority.

Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <http://www.securedbydesign.com/guides/index.aspx> and shall include the following requirements:

1. all main entrance door sets and communal entrance doorsets shall be made secure to standards, independently certified, set out in PAS 24:2007 or WCL 1 'Security standard for domestic doorsets';
2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS 7950:1997 or WCL 4 'Security standard for domestic windowsets'.

Following implementation the works shall thereafter be retained.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policy n the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, index DM 2 of the Harrow Development Management Polices Local Plan (2013), and Section 17of the Crime & Disorder Act 1998.

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy:

National Planning Policy Framework (2012)

Policy Statement – Planning for Schools Development (DCLG, 15/08/11)

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

5.12 Flood Risk Management

5.13 – Sustainable Drainage

5.14 – Water quality and wastewater infrastructure

6.3 – Assessing effects of development on transport capacity

6.9 – Cycling

6.10 – Walking

6.11 – Smoothing traffic flow and tackling congestion

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

7.19 – Biodiversity and access to nature

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 20 – Protection of Biodiversity and Access to Nature

Policy DM 21 – Enhancement of Biodiversity and Access to Nature

Policy DM 22 – Trees and Landscaping

Policy DM 42 – Parking Standards

Policy DM 43 – Transport Assessments and Travel Plans

Policy DM 46 – New Community Sport and Educational Facilities

Other Relevant Guidance:

Harrow Surface Water Management Plan (2012)

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

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.

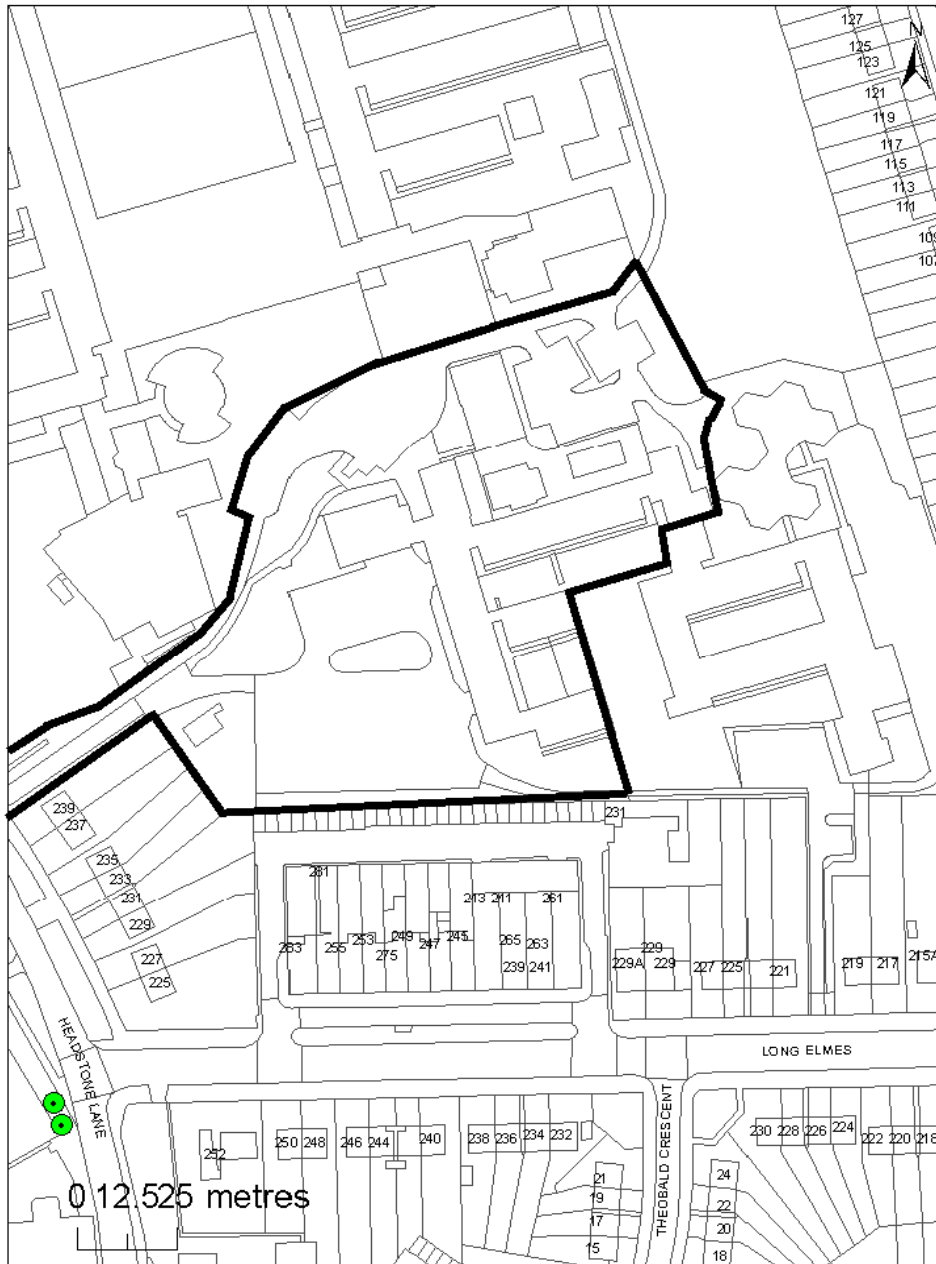
5 DUTY TO BE POSITIVE AND PROACTIVE

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; Shaftesbury High School Travel Plan (dated March 2014); Arboricultural Impact Assessment at Shaftesbury High School; Mechanical, Electrical and Public Health Scheme Design and Energy Strategy Proposal – report No. P3148E (March 2014); Shaftesbury High School – Statement of Community Involvement; Construction Method, Phasing Plan and Logistics Statement; S-100-10 Rev P2; Drainage Impact Assessment – Version 1.0 (03.04.2014); A02; A11; A12; AG(0-)A01 Rev B; AG(0-)A02; AG(0-)A03; AG (0-)A11; AG(0-)A31; AG(0-)A32; AG(0-)A61; AG(0-)A62; AE(0-)A02; AG(9-) A01; AG(9-)A03; Transport Assessment for the Expansion of Shaftesbury School By Mott MacDonald (March 2014); Letter from Thames Water, dated 17th March 2014; Document titled storage tank design by Clark Smith Partnership; AG(0-)A04;

SHAFTESBURY SCHOOL, LONG ELMES, HARROW WEALD



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Item No: 2/03

Address: WHITCHURCH FIRST AND MIDDLE SCHOOL, WEMBOROUGH ROAD, STANMORE

Reference: P/1393/14

Description: CONSTRUCTION OF SINGLE STOREY EXTENSIONS TO SOUTH, WEST NORTH AND EAST ELEVATIONS OF EXISTING SCHOOL BUILDING; CONSTRUCTION OF A SINGLE STOREY INFILL EXTENSION TO SOUTH WEST ELEVATION; PROVISION OF EXTERNAL CANOPIES TO SOUTHERN ELEVATION AND SOUTH WEST AND WEST ELEVATION; PROVISION OF EXTRACT DUCT AND CONDENSER OVER KITCHEN ROOF TO THE NORTH; ASSOCIATED HARD AND SOFT LANDSCAPING AND NEW BOUNDARY TREATMENT; ASSOCIATED RAMP TO SINGLE STOREY REAR EXTENSION TO THE WEST; EXTERNAL ALTERATIONS (IN ASSOCIATION WITH THE EXPANSION OF THE EXISTING 3 FORM ENTRY PRIMARY SCHOOL TO A 4 FORM ENTRY PRIMARY SCHOOL)

Ward: BELMONT

Applicant: HARROW COUNCIL

Agent: ADP

Case Officer: NICOLA RANKIN

Expiry Date: 29th May 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 Whitchurch First and Middle Schools, Wemborough Road, Stanmore, HA7 2EQ

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 Whitchurch First and Middle Schools, Wemborough Road, Stanmore, HA7 2EQ

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: 600sqm

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. The Whitchurch schools are in the North East Primary Planning Area. The projections for this planning area indicate increased demand above the 360 permanent reception places available in

September 2013 requiring at least a further two schools to be permanently expanded by a form of entry. The Whitchurch schools were approved by Harrow Cabinet on 13 March 2014 for permanent expansion with effect from September 2015 for the infant school and September 2017 for the junior school.

Site Description

- The application relates to Whitchurch First and Junior School located to the north of Wemborough Road and to the west of Marsh Lane in Stanmore.
- The site is bound to the north and west by Whitchurch playing fields. There is a disused pavilion building and car park to the west adjacent to the school entrance.
- The existing school is single storey with pitched roofs.
- The external surfaces of the building are comprised of brick.
- The main school building is surrounded by hard surfaced play ground with areas of soft landscaping confined to the edges of the site.
- There is one main vehicle access point from Wemborough Road. There are two pedestrian access points from the car park to the west and one pedestrian access point from Marsh Lane.
- The south western corner of the site lies within flood zone 2 and 3a as identified on the maps held by the Environment Agency and within the Harrow Strategic Flood Risk Assessment. The rest of the site lies within flood zone 1.
- This site adjoins the Edgware Brook and Whitchurch School Site of Local Importance for Nature Conservation as identified on the Harrow Local Area map (2013) and is contiguous with it.
- The surrounding area is residential with a mixture of semi detached and detached dwellinghouses.

Proposal Details

- The application proposes the construction of single storey extensions to south, west north and east elevations of the existing school building; construction of a single storey infill extension to south west elevation; provision of external canopies to southern elevation and south west and west elevation; provision of extract duct and condenser over kitchen roof to the north; associated hard and soft landscaping and new internal boundary fencing; associated ramp to single storey rear extension to the west; external alterations (in association with the expansion of the existing 3 form entry primary school to a 4 form entry primary school).
- The proposed single storey extension to the west would have a maximum depth of 6 metres and a maximum width of 14.3 metres. The extension would have a projecting canopy and associated ramp and railings. The extension would have a flat roof to a height of 3 metres and would incorporate two raised rooflights. It would provide a new entrance area to the school and would include a reception and administration area.
- The proposed single storey extensions to the south would continue the existing arched building formation. It would have a maximum depth of 7.9 metres and a width of approximately 28 metres. The main roof of the extension would be dual pitched to match the existing building with a maximum height of 5.44 metres. Rooflights would be inserted along the top of the roof ridge on both the eastern and western facing roof slopes. Canopies would be attached on each side. Each canopy would have a height of 3.4 metres and a maximum depth of 2.8 metres. The extension would provide two additional classrooms and ancillary WC facilities.
- The proposed single storey extension to the south east of the existing building would have a maximum depth of 19.5 metres and a width of 18.4 metres. The extension would have a part flat roof part dual pitched roof with a maximum height of

approximately 6 metres. The extension would provide three additional classrooms, a group teaching space and ancillary WC facilities.

- The proposed single storey extension to the north would be sited adjacent to the existing school hall and would have a depth of 5.6 metres and a width of 11.8 metres and would provide additional storage and kitchen facilities. The extension to the north would have a part flat roof and part hipped roof with a maximum height of 5 metres. The flat roof would incorporate a kitchen extract/condenser over the flat roof.
- The proposed single storey infill extension to the south west elevation would have a depth of 4.3 metres and a maximum width of 6.2 metres. The extension would have a flat roof with a height of 2.46 metres and a projecting canopy from the front elevation. The canopy would have a depth of approximately 2.7 metres to align with the adjacent canopies. The extension here would provide an additional reception classroom.
- Additional hard surfacing is proposed around the extensions to provide additional play space as well as additional soft landscaping towards the south eastern corner of the site.
- A 1.8 metre high boundary fence would be constructed to the east of the car park and to the south of the proposed extension block.

Relevant History

EAST/359/94/LA3 EXTENSIONS TO EXISTING FIRST SCHOOL TO PROVIDE MIDDLE SCHOOL WITH PARKING ACCESS ROAD AND PLAY AREA
Granted 14-Jul-1994

EAST/1275/02/LA3 EXTENSION TO LIBRARY WITH TERRACE
Granted 13-Dec-2002

EAST/928/98/FUL SINGLE STOREY EXTENSION TO LIBRARY
Granted 22-Dec-1998

Pre-Application Discussion

- N/A

Applicant Submission Documents

√ Design and Access Statement (summary)

- The proposals make best use of the site to minimise the loss of external play areas.
- The extension to the west utilises dead space on site to provide a welcoming new school frontage, secure entrance and consolidated staff facilities.
- The extension to the east provides the additional classrooms required to support the expansion. The location was selected for optimum 4FE internal layout/year group clustering.
- Additional much needed hall storage will be provided in new build to improve hall use outside dining periods.
- The school is a single storey extension and as such the new extensions will be no higher than the existing building.
- The level access across the site will be maintained to allow for accessibility.
- The elevational treatment of the new extensions will follow that of the existing buildings with brick to match existing and large panels of glazing. The design responds directly to the existing building fabric in scale, layout and character.
- On site parking is restricted to staff and deliveries. The existing car park layout will be retained

√ Travel Plan

- ∨ Transport Assessment
- ∨ Statement of Community Involvement (summary)
- Statutory consultation for the expansion of the Whitchurch schools began on the 16 September 2013 and lasted for six weeks. Members of the community, stakeholder groups, the borough at large and interested members of the public were informed about the intention to expand the school and invited to get involved.
- Before the final proposals for the school expansion were finalised, a public drop – in exhibition event was held. The event took place on the 15th January at Whitchurch schools.
- The Whitchurch schools did not rank among the projects with the highest initial support for the expansion in the statutory consultation. However, after completion of the community involvement process more than 80% of respondents reported that their concerns had been met by the prospective designs and plans
- ∨ Drainage Report
- ∨ Flood Risk Assessment
- ∨ Ecological Appraisal
- ∨ Arboricultural Report
- ∨ Sustainability Statement

Consultations:

Highways Authority: Overall the proposed mitigations for the expansion of Whitchurch First and Middle 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.

Environment Agency: The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere. We recommend the surface water management good practice advice in our Flood Risk Standing Advice is used to ensure sustainable surface water management is achieved as part of the development.

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.

Biodiversity Officer: I support all the recommendations given in the Biodiversity Report but because of the proximity of the SINC where there is suitable bat roosting and foraging habitat (i.e. mature trees and brook) I would expect that any additional lighting should be LED and directed downwards. Any new security lighting should time out as quickly as feasible given the use of the building.

Secure By Design Officer: I welcome the comments within the Design and Access statement and the commitment to achieve Secured By Design Part 2, physical security. This is achievable should they follow the advice and standards within the design and access statement.

Advertisement

Site Notice x 4: General Notification: Expiry: 06.06.2014

Notifications

Sent: 54

Replies: 0

Expiry: 28.05.2014

Addresses Consulted

- 19-79 Wemborough Road (odds)
- 2 – 16 Green Verges
- 17 Green Verges
- Littlecot, Green Verges
- Canons Hall – 1-17 Wemborough Road
- Canons Community Centre, Canons Hall
- Scout Hut adjacent to Whitchurch School

Summary of Responses

- None

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

Residential Amenity

Traffic and Parking

Sustainability

Accessibility

Biodiversity, 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”.

Furthermore, on the 15/08/11 the DCLG published a policy statement on planning for schools development which is designed to facilitate the delivery and expansion of state funded schools. It states:

The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state funded school places, increasing choice and opportunity in state funded education and raising educational standards.....The Government wants to enable goods schools to open and new schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state funded school sector to meet both demographic needs and the drive for increased choice and higher standards”.

“It is the Government’s view that the creation and development of state funded schools is strongly in the national interest and that planning decision makers can and should support that objective, in a manner consistent with their statutory obligations”

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 provision of permanent educational facilities with a high standard of design and layout to provide much needed school places within the existing community. Overall, it is considered that the impact on residential amenity would be negligible and that the proposal would not be detrimental to highway safety. 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

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 extensions would not be readily visible from any public viewing points. However, officers consider that the views from adjacent public spaces including the playing fields 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 extensions and canopies would have an acceptable appearance in relation to the character and appearance of the existing school. The design and scale of the extensions and associated canopies would be reflective of the surrounding school buildings. The existing school is constructed in brick. 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.

The other proposed external alterations including additional hard surfacing, proposed ramp and railings, roof plant, and internal fencing 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

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 extensions and external alterations would not give rise to a detrimental impact on neighbouring residential amenities. The school is bound by a playing field to the north, a car park to the west and Wemborough Road to the south. The closest residential properties are situated along Green verges to the north east. However, none of the extensions would be visible as they would be either buffered by the presence of the existing building. The proposed extensions would be no higher than the existing building. The proposed extensions and alterations are therefore considered to be acceptable in this regard.

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 proposal would not give rise to any significant changes in terms of hard and soft play space provision and the proposal 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. Furthermore, it is not proposed to increase the existing level of car parking spaces which

would remain at 26 spaces. 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.

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 at the pre-application stage 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.

Whitchurch School has both the infant and junior schools located on the same site. The main entrance to the school site is located on Wemborough Road in Stanmore, close to the junction with the A4140 Marsh Lane / Honeypot Lane. Wemborough Road is a local distributor road which carries a relatively high volume of traffic. The southern side of the road is residential and the northern side is generally fronted by open green spaces adjacent to the school. To the north of the school there is a recreation ground. Most of the houses on Wemborough Road have their own driveways, and on street parking is unrestricted.

It is not proposed to increase the level of car parking and this will remain as existing (26 spaces). However, Whitchurch School itself is situated next to a council-owned car park through which the children enter and exit the school. There are well-defined and safe crossing points within the car park which provide good access to the school entrance. The car park has a clear one-way in/out arrangement at two close but separate junctions with on Wemborough Road, and on either side of the car park entrance there are pedestrian footways separated from the highway by gates and pedestrian guard rail.

On Wemborough Road there is a long stretch of pedestrian guard rail directly outside the main car park entrance, preventing children running straight into the road. There is also a Pelican crossing on Wemborough Road itself just to the east of the car park exit. There is a second pedestrian entrance to the school on Marsh Lane, which is only open in the mornings. Wemborough Road has advisory cycle lanes, but these are frequently blocked by parked cars. The infant school does not have any cycle or scooter storage facilities, but the junior school has undertaken some cycle training with students and has storage for 20 bicycles on site.

The council-owned car park provides the main vehicle access to the school. While the car park signage is designed to give the impression that this car park is associated with the school, the school has no control over its operation, gates, lighting, cleansing or maintenance.

Observations indicate that some commuters via Canons Park station use the car park. The school staff car park is located behind the main school building and has around 27 spaces. The council car park has around 100 spaces and is used by staff and parents alike. This car park is the main drop-off and pick-up point for those arriving by car.

Wemborough Road has various controls included pedestrian crossing and "school keep clear" zig-zags and double yellow lines directly outside the school entrance and covering much of the road between there and the junction with Marsh Lane. However, further west on Wemborough Road there is a stretch of road that has no parking restrictions, on which parents can park.

Transport impact and proposed mitigations

The hands up survey within the school travel plan accompanying the application indicates that the majority of pupils access the school either by car or walking, with 47% of pupils walking to school and 50% coming by car. Dependency on the car is slightly higher than the average in the borough. The level of public transport use is low.

Due to the proximity to Canon Park Underground Station the majority of local roads to the

south of Wemborough Road have parking restrictions in place for a one-hour period to prevent commuter parking. This has not been introduced on Wemborough Road itself, and therefore there is an element of commuter parking here. At an evening consultation event a number of parents and staff also mentioned the increase in commuters using the council car park next to the school for free all day parking as it currently has no restrictions.

A travel Impact assessment (TIA) has been submitted with the application which contains the results of traffic surveys undertaken in the area. The report identifies that both Marsh Lane and Wemborough Road are main roads, and prior to school closing there is generally a steady flow of traffic. At this time both nearby Bush Grove and Bromefield remained calm with minimal traffic. During the peak departure period, Wemborough Road becomes heavily congested with background traffic supplemented by parents picking up school children.

The TIA identifies that with increased parking on the road the flow of the traffic passing through the area was slower, and on occasion would be blocked, particularly when larger vehicles and buses needed to get through. The survey showed that traffic was backed up on both sides of the road, being held at the traffic light junction for Wemborough Road/Marsh Lane, and similarly queuing for the roundabout at the Wemborough Road/Abercorn Road junction for those traveling westbound. Furthermore, with a large number of pupils using the Pelican crossing, traffic is regularly held at those traffic lights.

Wemborough Road is a busy local road and in the peak periods it is congested, particularly at the Wemborough Road/Marsh Lane junction and Wemborough Road/St Andrews Drive roundabout. The details of the surveys have been referred to the Highways Authority who expect that, with the increase in car numbers, these junctions will be more heavily used and could bring more disruption to the surrounding road network.

Moreover, the school car park is heavily congested at peak periods and this will increase with additional car trips after the development. This may exacerbate congestion on Wemborough Road with parents queuing to enter and exit the car park.

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
Improve lighting and cleansing of footpaths linking the school to encourage greater use by pedestrians	This measure is supported.
Control the car park to prevent commuters using it, thereby freeing space for parents	This would require the creation of an off street parking order and this option is supported and should be pursued in order to control vehicle movement and regulate parking within the school grounds.
Introduce waiting and loading restrictions on sections of this road where none exist at present. Introducing restrictions on Wemborough Road between the junctions with Honeypot Lane/Marsh Lane and	A review off parking controls in the area is supported.

<p>Gyles Park that cover the school start and finish times will improve traffic movement. They will also encourage parents to park further away and “park and stride”.</p>	
<p>Increase enforcement of waiting, loading and stopping restrictions in a systematic and regular manner in order to ensure a good level of compliance.</p>	<p>An extension of restrictions allows the possibility of a greater range of enforcement. We have purchased two state of the art camera enforcement vehicles specifically to target enforcement of parking and loading restrictions in and around schools in support of the schools expansion program.</p>

Given the above considerations, it can be expected that walking/scooting and park & stride will show the largest increases. With increased parking controls in the immediate vicinity of the school, thus keeping the existing advisory cycle lanes on Wemborough Road clear, there is scope for a large increase in cycling, particularly if supported by a strong School Travel Plan emphasis on cycle training for both children and their parents (both aspects of training offered free by the London Borough of Harrow).

While acknowledging that there are existing problems associated with the arrival and departure of children at the start and end of the school day, it is expected that the mitigation measures will reduce the impact such that the impact will be considerably lower than the increase in pupil numbers.

School Travel Plans

Harrow places a strong emphasis on School Travel Plans and associated walking and cycling measures that deliver health benefits and a reduction in air pollution.

The council travel planning officer’s work closely with schools to produce a School Travel Plan document. 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.

At the moment this programme is targeted at primary and middle schools to change and influence children’s attitudes about the use of the cars at an early stage of their development and 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 Travel Plan shows that school are already operating an after school club and breakfast club which will already make a contribution in dissipating traffic at peak times by enabling some flexibility for parents who wish to drop off and pick up their children later. It also shows that a significant number of children are already walking to school (41%). 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.

Currently Whitchurch First and Middle School is not been accredited by TfL's STARS (Sustainable Travel Accredited & Recognised) scheme. This scheme rewards schools for efforts made toward reducing the travel impact of their activities, and has three accreditation levels, Bronze, Silver and Gold.

The details of the Travel Plan have been referred to the Highways Authority who have recommended that the school, with support from Harrow's School Travel Plan Advisor, should achieve Bronze accreditation prior to implementation of permission, and Silver accreditation in a further two annual accreditation cycles (noting that accreditation takes place once per year and therefore two cycles might take up to three years from the implementation of planning permission). Further, officers have recommended that the school should strive towards Gold accreditation with the objective of achieving this within a further 2-5 annual accreditation cycles.

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. There is currently space for 20 cycle storage spaces on site. Given there is significant interest in cycling/scooting as the preferred mode of travel and coupled with the proposed mitigations measures discussed above, officers consider that the level of pupils cycling/scooting to school could be significantly improved. 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 Whitchurch First and Middle 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. This is further emphasised by policy CS 1 T of the Harrow Core Strategy (2012).

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. The fabric of the building is intended to achieve low U values. For these reasons, officers therefore consider that the proposal is in accordance with policies 5.2 and 5.3, core policy CS1 T, policy DM 12 of the Harrow

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. The proposals would not result on encroachment on any existing soft play space. It is further acknowledged that the need for external hard play space for the expanded school limits opportunities for increasing green space. However, there is some potential for additional planting to the south of the existing building 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.

The approaches through the car park and into the new extension are level. The existing car park layout will be retained and includes 2 fully accessible spaces in close proximity to the main school entrance. All new doors will have an effective clear width useable by people with wheelchairs. 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).

Biodiversity, 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. All trees, with the exception of one low quality C category tree will be removed. This will be replaced with a new native tree that will replace any lost visual amenity. 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.

Policies DM 20 and DM 21 seek to ensure the protection of biodiversity and access to nature. Policy DM 20 requires that *"The design and layout of new development should retain and enhance any significant features of biodiversity value within the site. Potential impacts on biodiversity should be avoided or appropriate mitigation sought"*.

This site adjoins the Edgware Brook and Whitchurch School Site of Local Importance for Nature Conservation as identified on the Harrow Local Area map (2013) and is contiguous with it. An ecological appraisal by a qualified ecologist has been submitted with the application which finds that the proposed development will not adversely affect any of the adjacent non statutory designated sites of nature conservation importance (SINCs). Having regard to the presence of the nearby SINC, the report makes several recommendations for biodiversity enhancement and to ensure no offences occur under the Wildlife and Countryside Act 1981.

Accordingly, a condition would also be required to ensure that any vegetation clearance work is undertaken outside of the bird nesting season between March and August or if this is not possible for a suitably qualified ecologist to determine if nesting birds are present before any vegetation clearance takes place. In addition, the Council's ecologist has recommended that any consent be accompanied by a condition requiring that the proposed enhancements identified within the report (paragraph 5.2.2) are implemented on site. This will include the provision of bird boxes, new planting and the creation of new habitat for amphibians and invertebrates. Further to this, any additional lighting should be directed downwards given the close proximity of adjacent bat roosting and foraging habitat.

Subject to conditions in respect of the above matters, 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 policies DM 20, 21 and 22 of the Harrow Development Management Policies Local Plan (2013).

Flood Risk and Drainage

As set out in the National Planning Policy Framework, local planning authorities should only consider development in flood risk areas appropriate where informed by a site specific flood risk assessment. This should identify and assess the risk of all forms of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime, taking climate change into account. This is further emphasised in policy CS 1 U of the Harrow Core Strategy (2012).

Policy DM 9 outlines that proposal requiring a Flood Risk Assessment must demonstrate that the development will be resistant and resilient to all sources of flooding including surface water. The design and layout of proposals must contribute to a flood risk

reduction. Furthermore, proposals should ensure that there is a dry means of escape for occupiers of the building.

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”*.

The northern and eastern part of the school site 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 within this area, subject to surface water management controls. However, parts of the southern and western areas of the site are within flood zone 2/3a, identified in the Harrow Strategic Flood Risk Assessment (2012) as having a medium to high probability of flooding.

The proposed extension to the west of the site would be located within flood zone 2. In order to mitigate the impact of flood risk to the western extension, it is proposed to use flood resilient construction within the ground floor. The details of the Flood Risk Assessment have been referred to the Drainage Authority. At the time of preparation of this report officers are still awaiting additional details in respect of safe access/egress routes for the western extension and specific details of construction techniques to minimise water entry. Consideration of this information, including any subsequent recommended conditions and further comments from the council's Drainage Officer, will follow on the committee addendum.

Surface water attenuation tanks are proposed to the west and east of the site. In line with the London Plan requirements specified above, flows generated from the extension areas will be reduced to greenfield run off rates. Attenuation will be provided in geo cellular storage to achieve a discharge rate of 5 l/s which will meet the required greenfield run off rates. Foul water from the site will discharge to the existing drainage network. Any potential increase in foul water flows to Thames Water sewer will be off set by the greater reduction in surface water volumes. 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 policies DM 9 and 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 the adjacent car park to the west 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

- None

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 extensions and external alterations hereby permitted shall match those used in the adjacent rear 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: 2014 Whitchurch First School Travel Plan (dated March 2014); 14011/S/01-01; 14011/E/01-01; 14011/F/01-03; 14011/F/02-03; 14011/F/03-03;

14011/T/02A-02; 14011/T/01A-02; Design and Access Statement; Mechanical, Electrical and Public Health Scheme Design, Ventilation Statement & Sustainability Strategy Proposal – Report No. P3148D, March 2014; Flood Risk Assessment – Ref SJC/615769/JRC Rev 0; Ecological Appraisal – Ref: 771488-REP-ENV-100 Rev 0; Document titled School Expansion Programme 2014-15; Document titled Overview of Harrow Councils Primary School Expansion Programme; Arboricultural Impact Assessment by A.T. Coombes Associates; 026 Rev B; 001 Rev B; 002 Rev A; 003 Rev A; 005 Rev B; 006 Rev A; 007 Rev E; 010 Rev A; 012 Rev A; 015 Rev B; 016 Rev A; 020; 025 Rev B; 080; LO1528 – Drainage Strategy by Curtins; LO1528/DR01 Rev P3; Construction Method, Phasing Plan and Logistics Statement; Document titled Secured By Design Meeting held at Ruislip Police Station, Monday 24th Feb 2014; Drainage Storage Calculations (East and south extension area); Document titled SEP2, Whitchurch Phase 2 – Draft Programme for Planning Submission Only; Transport Assessment, March 2014 by Mott Mac Donald; Statement of Community Involvement, February 2014; Document titled Planning Consultation, Whitchurch School, Harrow; Un-titled drawing – Aerial Site Photo; Document titled – Whitchurch School by Mott MacDonald, dated 26/02/2014; Document titled Proposed Site Compound; LO1528/DR05 Rev T1; LO1528/DR04 Rev T1; Letter from Hydro International, dated 2nd May 2014; Untitled plan with Hydrobrake flow control device

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 Whitchurch Junior 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 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 Whitchurch First School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the development 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 31st 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).

10 The development hereby permitted shall not be occupied until a scheme for the provision of secure cycle 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).

11 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).

12 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).

13 If the development hereby permitted commences during the bird breeding season (March to August) inclusive trees and buildings in the vicinity of the site shall be examined for nests or signs of breeding birds. Should an active bird's nest be located, time must be allowed for birds to fledge and the nest should not be disturbed during building works.

REASON: To safeguard the ecology and biodiversity of the area in accordance with policies DM 20 and DM 21 of the Harrow Development Management Policies Local Plan (2013).

14 Prior to the occupation of development hereby approved, details of bird boxes to cater for Regional (London) or UK Biodiversity Action Plan (BAP) species, additional planting and new habitat in accordance with the proposed recommendations and enhancements set out under paragraph 5.2.2 of the Ecological Appraisal (by MLM Consulting, dated 4th February 2014) to be implemented within the site, shall be submitted to and approved in writing by the Local Planning Authority. The details approved shall thereafter be retained.

REASON: To enhance the ecology and biodiversity of the area in accordance with policies DM 20 and DM 21 of the Harrow Development Management Policies Local Plan (2013).

15 Any new lighting proposed on the development or within the site shall be LED and directed downwards so as not to adversely impact adjacent bat roosting and foraging habitat.

REASON: To safeguard the ecology and biodiversity of the area in accordance with policies DM 20 and DM 21 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)

Policy Statement – Planning for Schools Development (DCLG, 15/08/11)

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

5.12 Flood Risk Management

5.13 – Sustainable Drainage

6.3 – Assessing effects of development on transport capacity

6.9 – Cycling

6.10 – Walking

- 6.11 – Smoothing traffic flow and tackling congestion
- 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
- 7.19 – Biodiversity and access to nature
- 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 9 – Managing Flood Risk
- Policy DM 10 – On Site Water Management and Surface Water Attenuation
- Policy DM 12 – Sustainable Design and Layout
- Policy DM 20 – Protection of Biodiversity and Access to Nature
- Policy DM 21 - Enhancement of Biodiversity and Access to Nature
- 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 Strategic Flood Risk Assessment (Level 1) - (2009)
- Harrow Strategic Flood Risk Assessment (Level 2) – (2011 & 2012)
- Harrow Surface Water Management Plan (2012)
- 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

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.

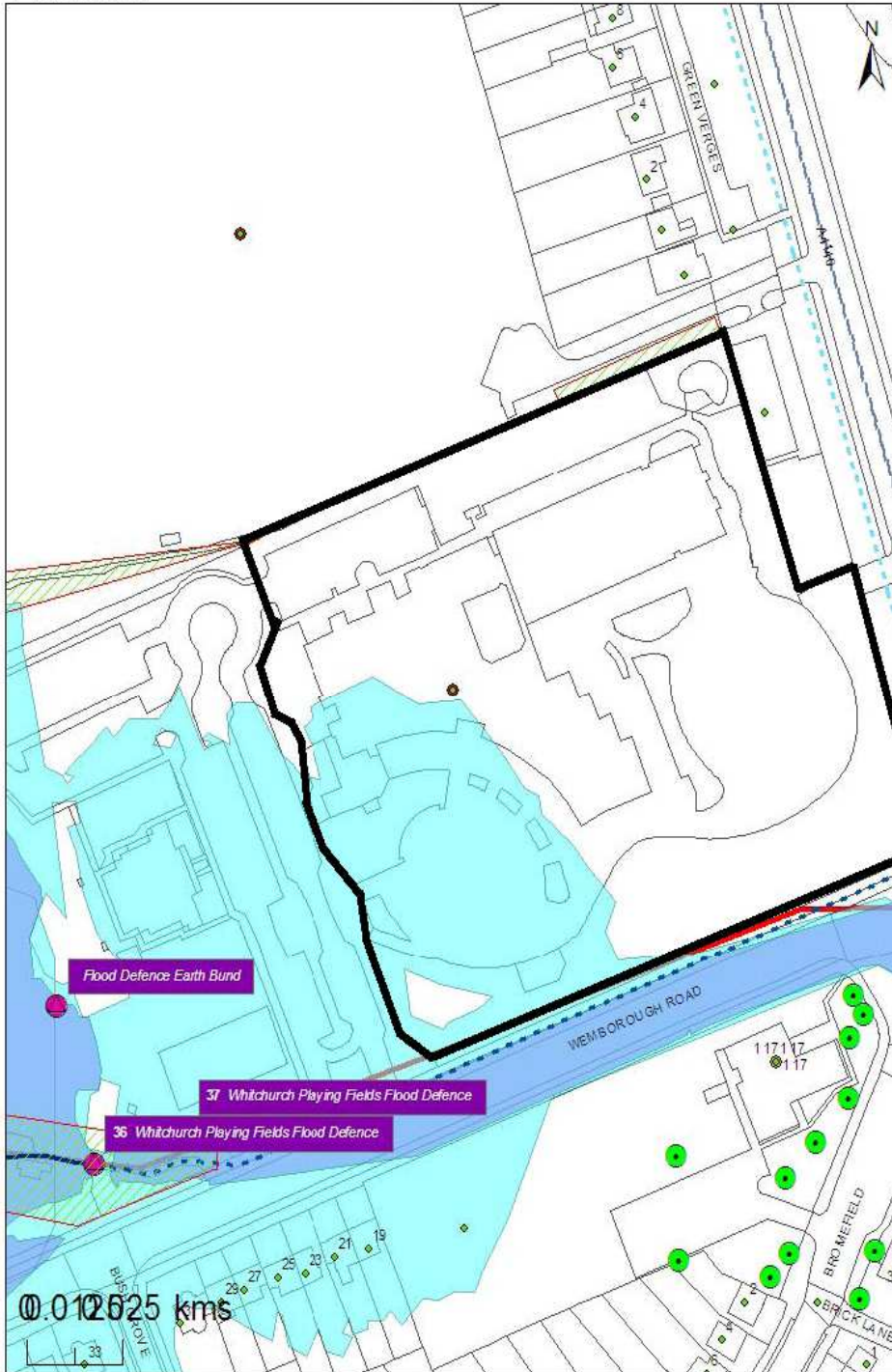
5 DUTY TO BE POSITIVE AND PROACTIVE

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: 2014 Whitchurch First School Travel Plan (dated March 2014); 14011/S/01-01; 14011/E/01-01; 14011/F/01-03; 14011/F/02-03; 14011/F/03-03; 14011/T/02A-02; 14011/T/01A-02; Design and Access Statement; Mechanical, Electrical and Public Health Scheme Design, Ventilation Statement & Sustainability Strategy Proposal – Report No. P3148D, March 2014; Flood Risk Assessment – Ref SJC/615769/JRC Rev 0; Ecological Appraisal – Ref: 771488-REP-ENV-100 Rev 0; Document titled School Expansion Programme 2014-15; Document titled Overview of Harrow Councils Primary School Expansion Programme; Arboricultural Impact Assessment by A.T. Coombes Associates; 026 Rev B; 001 Rev B; 002 Rev A; 003 Rev A; 005 Rev B; 006 Rev A; 007 Rev E; 010 Rev A; 012 Rev A; 015 Rev B; 016 Rev A; 020; 025 Rev B; 080; LO1528 – Drainage Strategy by Curtins; LO1528/DR01 Rev P3; Construction Method, Phasing Plan and Logistics Statement; Document titled Secured By Design Meeting held at Ruislip Police Station, Monday 24th Feb 2014; Drainage Storage Calculations (East and south extension area); Document titled SEP2, Whitchurch Phase 2 – Draft Programme for Planning Submission Only; Transport Assessment, March 2014 by Mott Mac Donald; Statement of Community Involvement, February 2014; Document titled Planning Consultation, Whitchurch School, Harrow; Un-titled drawing – Aerial Site Photo; Document titled – Whitchurch School by Mott MacDonald, dated 26/02/2014; Document titled Proposed Site Compound; LO1528/DR05 Rev T1; LO1528/DR04 Rev T1; Letter from Hydro International, dated 2nd May 2014; Untitled plan with Hydrobrake flow control device

WHITCHURCH FIRST SCHOOL AND NURSERY, WEMBOROUGH ROAD, STANMORE



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Item No: 2/04

Address: NORBURY FIRST AND MIDDLE SCHOOL, WELLDON CRESCENT,
HARROW

Reference: P/1448/14

Description: CONSTRUCTION OF A TWO STOREY EXTENSION AND SINGLE
STOREY INFILL EXTENSION TO THE NORTH OF THE EXISTING
BUILDING WITH ASSOCIATED BALUSTRADES AND LOUVRES AT
ROOF LEVEL; SINGLE STOREY LOBBY EXTENSION TO EAST
ELEVATION OF EXISTING BUILDING WITH ASSOCIATED SCHOOL
SIGNAGE; ASSOCIATED HARD AND SOFT LANDSCAPING;
EXTERNAL ALTERATIONS; NEW SIGNAGE TO TWO STOREY
EXTENSION; (IN ASSOCIATION WITH THE EXPANSION OF THE
EXISTING 2 FORM ENTRY PRIMARY SCHOOL TO A 3 FORM
ENTRY PRIMARY SCHOOL)

Ward: GREENHILL

Applicant: HARROW COUNCIL

Agent: LOM ARCHITECTS

Case Officer: NICOLA RANKIN

Expiry Date: 27th June 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 Norbury First and Middle School, Welldon Crescent, Harrow, HA1 1QQ.

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 Norbury First and Middle School , Welldon Crescent, Harrow, HA1 1QQ.

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: 675sqm

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. Norbury 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 was approved by Harrow Cabinet on 13 March 2014 for permanent expansion with effect from September 2014.

Site Description

- The application relates to Norbury First and Middle School located to the west of Welldon Crescent and to the north of Oakley Road.
- The school is bound by residential properties to the north along Hindes Road to the west along Headstone Road and to the south east by semi detached properties fronting Welldon Crescent.
- The main pedestrian access is from Welldon Crescent to the east of the site whilst the vehicle access to the school car park is from Oakley Road to the south. There is also a further pedestrian access point from Oakley Road.
- The school consists of mix of single and two storey buildings which are situated towards the southern part of the site.
- The existing school buildings are of a CLASP construction, a steel post frame which is overlaid with concrete at low level and shingles at first floor. There is a relatively new extension to the building which is rendered in blue and has a distinctive wedge shaped form.
- Hard surfaced play spaces are located to the north and south east of the school buildings. There is a small soft play space to the north where there are a number of large mature trees situated on the boundary with the neighbouring properties fronting Hindes Road.
- Parking is located adjacent to the vehicle access road to the west. There are a total of 20 parking spaces.
- The external surfaces of the building are comprised of a mixture of brick and render.
- Hard surfaced play areas are located on the west and eastern side of the school building.
- The site is secure with fencing along the side boundaries.
- The majority of the site lies within flood zone 1. Part of the site, towards the north and east, where existing buildings are located lies within flood zone 2, 3a and developed 3b as identified in the Harrow Strategic Flood Risk Assessment (2011).

Proposal Details

- The application proposes the construction of a two storey extension and single storey infill extension to the north of the existing building with associated balustrades and louvres at roof level; single storey lobby extension to east elevation of existing building with associated school signage; associated hard and soft landscaping; external alterations and new signage to two storey extension; (in association with the expansion of the existing 2 form entry primary school to a 3 form entry primary school).
- The proposed single storey infill extension would have a maximum width of 6.8 metres and a maximum depth of 10.5 metres and would form a library.
- The proposed single storey infill extension would attach to the proposed two storey extension and this element would have a maximum width of 27.4 metres and a maximum depth of 16.5 metres.
- The proposed two storey extension would have a flat roof with a maximum height of 6.8 metres. Eight louvres would be incorporated on top of the flat roof. 1.1 metre high balustrades would be constructed around the edge of the roof.
- New stainless steel signage is proposed on the front elevation of the building facing Welldon Crescent.
- A single storey entrance lobby extension is proposed to the east elevation of the existing building with associated schools signage. This element would have a width of 6.6 metres and depth of 3.3 metres. It would have a flat roof with a height of 3 metres.

- New hard landscaping including a retaining wall and path is proposed around the two storey extension.
- 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/3177/08 EXTENSION TO SCHOOL TO PROVIDE PERFORMING ARTS STUDIO
Granted 7th November 2008

Pre-Application Discussion

- N/A

Applicant Submission Documents

∇ Design and Access Statement (summary)

- The location and the layout of the teaching block minimises impact on limited existing play space and optimises the link to the main school accommodation.
- The new two storey extension provides additional teaching accommodation to bring provision broadly in line with BB99 guidance and provides a single and limited construction zone with associated management and safety benefits during construction.
- The new build block is proposed to be a two storey structure which optimises the efficiency of the build and minimises the impact on external space.
- The whole school site was assessed and the proposed location afforded the most benefits including:
 - Direct access at both ground and first floor into the existing two storey building on site.
 - Minimal disruption to, and improvement of, the current internal reconfiguration of the school.
 - No loss of external hard play space, there is some loss of soft play space but as this is a constrained urban school site, these are not playing fields and not used by structured sports – the school has an alternative approach to sports provision.
 - Allows construction to take place in a functioning school environment whilst minimising risk to pupils and disruption.
 - New build two storey extension provides additional teaching space and WC facilities to bring provision broadly in line with BB99 guidance.
 - Limited remodelling works establish effective year group clusters.
 - Flexible Learning spaces provide additional teaching space.
- It is not possible to increase car parking to allow for all staff at the school. However, the location of Norbury allows good use of public transport. Cycling stores will be provided in line with the Travel Plan.
- The extension is being designed with sustainability as a key driver with the aim to minimise running costs and energy use. The layout and proportion of teaching spaces have been driven by natural ventilation and day lighting requirements.
- Provision of a lift has been considered but not included in these proposals. There is potential to utilise an existing platform lift location and replace with new lift at a latter date and this can be provided in the future should funds become available.

∇ Travel Plan

- ∨ Transport Assessment
- ∨ Statement of Community Involvement (summary)
- Harrow 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 the 7th and 14th October 2013. Additionally the expansions were considered by cabinet at its meeting on 21st November 2013.
- A community consultation evening was held to consult on the building proposals on 15th January 2014.
- ∨ Drainage Report
- ∨ Flood Risk Assessment
- ∨ Arboricultural Report
- ∨ Sustainability Statement

Consultations:

Highways Authority: Overall the proposed mitigations for the expansion of Norbury 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: Awaiting final comments.

Environment Agency: The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere. We recommend the surface water management good practice advice in our Flood Risk Standing Advice is used to ensure sustainable surface water management is achieved as part of the development.

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 details of the Arboricultural Report including tree protection plan and method statement provided.

Landscape Architect: No objections, subject to conditions.

Secure By Design Officer: I welcome the comments within the Design and Access statement and the commitment to achieve Secured By Design Part 2, physical security. This is achievable should they follow the advice and standards within the design and access statement.

Advertisement

Site Notice x 4: General Notification: Expiry: 06.06.2014

Notifications

Sent: 197

Replies: 0

Expiry: 28.05.2014

Addresses Consulted

- 93-131 (odds) Welldon Crescent

- 88-96 (evens) Welldon Crescent
- 88-112 (evens) Hindes Road
- 77-125 (odds) Headstone Road
- 11/12/14 Oakley Road
- 44-52 (evens) St Kilda's Road
- 45-55 (odds) St Kilda's Road

Summary of Responses

- None

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
 Residential Amenity
 Traffic and Parking
 Sustainability
 Accessibility
 Biodiversity, Trees and Landscaping
 Flood Risk and Drainage
 S17 Crime & Disorder Act
 Consultation Responses
 Equalities and Human Rights

Principle of Development

In this instance there are three specific matters that go to the principle of development on the site:

- 1 - Educational Need

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”.

Furthermore, on the 15/08/11 the DCLG published a policy statement on planning for schools development which is designed to facilitate the delivery and expansion of state funded schools. It states:

The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state funded school places, increasing choice and opportunity in state funded education and raising educational standards.....The Government wants to enable good schools to open and new schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state funded school sector to meet both demographic needs and the drive for increased choice and higher standards”.

“It is the Government’s view that the creation and development of state funded schools is strongly in the national interest and that planning decision makers can and should support that objective, in a manner consistent with their statutory obligations”

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.” Policies 3.16 and 3.18 of The London Plan (2011) seek to ensure inter alia that development proposals which enhance social infrastructure, 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 provision of permanent educational facilities with a high standard of design and layout to provide much needed school places within the existing community. Overall, it is considered that the impact on residential amenity would be negligible and that the proposal would not be detrimental to highway safety. 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 school places to meet a growing demand for educational space identified in the development plan.

- 2. - Development within Flood Zones

The NPPF (2012) emphasises that... *“inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest flood risk, but where development is necessary, making it safe without increasing flood risk elsewhere and local plans should apply a sequential risk based approach to the location of development to avoid flood risk to people and property and manage any residual risk, taking account the impacts of climate change, by applying the Sequential Test and if necessary, applying the Exception Test and furthermore using opportunities offered by the new development to reduce the causes and impacts of flooding”* (paragraph 100).

The majority of the school site lies in flood zone 1 and therefore has a low risk of fluvial flooding. However, parts of site towards the south and east, where the existing school buildings are located lie within flood zone 2/3a and 3b as identified in the Harrow Strategic Flood Risk Assessment (2012) as having a medium to high probability of flooding.

Harrow's Core Strategy (2012) includes a commitment to maintain the capacity of the functional floodplain within greenfield sites and seeks opportunities to re-instate the functional floodplain on previously developed sites. However, it recognised that a distinction should be made between greenfield and developed areas of the functional floodplain. As such, for the purposes of applying the National Planning Policy Framework (2012), a distinction will be made between greenfield 3b and developed 3b. The Environment Agency has confirmed that they are satisfied with this approach in principle.

The proposed extension to the north of the site would marginally encroach onto the area within flood zone 2/3a/3b 'developed'. However, the access points to the building would be located within flood zone 1. Notwithstanding the very marginal area of the proposed two storey extension which would fall within flood zone 3a/3b, the NPPF (2012) requires that the exception test is passed for 'more vulnerable' uses within this zone.

The following criteria must be satisfied to pass the Exception Test:

- a) it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA where one has been prepared;
- b) the development must be on developable previously-developed land or, or if its not on previously developed land, that there are no reasonable alternatives sites on developable previously- developed land;
- c) a FRA must demonstrate that the development will be safe without increasing flood risk elsewhere, and where possible will reduce flood risk overall;

In relation to criterion (a) above, the wider sustainability benefit, identified by the applicant is the improved educational facilities that result from the development which meet the growing identified educational need within the London Borough of Harrow. The proposal would also provide a net positive improvement in terms of the quality and environmental performance of the buildings on the site. The submitted FRA also suggests that the proposals also provide measures that will contribute to reduced flood risk on the application site (and the adjacent sites), and to the increased resilience of the School to flood events.

The site is also considered by officers to be 'previously developed' for the purposes of

criterion (b) above. Additional flood storage is also being provided and the proposed surface water drainage strategy would attenuate the surface water run-off from the site at a rate equivalent to the site's greenfield run-off rate - which is an improvement over the existing situation.

The application is accompanied by a Flood Risk Assessment which details surface water storage attenuation and outlines that the proposed development would not expose neighbouring residents or the school to an unacceptable risk of flooding and that the site has the capacity to incorporate sustainable measures for the reduction of flood risk. The detailed requirements and technical information which supports this conclusion assertion and which has been provided within the submitted Flood Risk Assessment is considered in more detail in the subsequent appraisal under section 8 below.

As such, it is considered that the submitted details would satisfy the exception test and the principle of the development is considered to be acceptable in this regard, subject to provision of a robust flood risk assessment which identifies flood mitigation and resilience measures to be implemented on the site. It is considered that the proposed development would accord with the principles identified within the NPPF (2012) and would be in accordance with core policy CS1 U of the Harrow Core Strategy (2012).

Impact on Character and Appearance of the 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 extensions would be visible from public viewing points along Welldon Crescent. However, officers consider that the views from adjacent public spaces 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 extensions would have an acceptable appearance in relation to the character and appearance of the existing school. The design and scale

and massing of the extensions would be reflective of the surrounding school buildings. The majority of the existing school buildings are a CLASP system constructed of concrete panels and as such this is not something which officers consider should be replicated in this case. The new building would be visually separated from the existing buildings and would have a more contemporary appearance. It is considered that the juxtaposition between the old and the new building would be acceptable in this case, given that the existing adjacent buildings are largely outdated and of limited architectural quality. The proposed building would enhance the appearance of the adjacent buildings on the northern side of the site, subject to the use of appropriate materials. It is proposed to clad the extension entirely in brick and to use dark grey window frames to complement the existing building which officers consider to be an acceptable approach. New stainless steel signage is proposed on the front elevation of the building, which would provide an improved identity of the site from the entrance along Welldon Crescent. A condition is therefore recommended in respect of materials to ensure the extension would harmonise with the appearance of the existing school buildings.

The flat roof would incorporate projecting louvres to provide for natural ventilation into the classrooms but as they would be set back towards the rear part of the roof officers consider they would not appear overly visually prominent. The other proposed external alterations including additional hard landscaping around the building 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 proposed extensions and external alterations would not give rise to a detrimental impact on neighbouring residential amenities. The proposed two storey extension would align with existing main building line of the school and would have a similar height. The building would be marginally higher (by 0.3 metres) than existing adjacent building due to a small level increase across the northern part of the site. Nevertheless, having regard to the presence of the existing school building, officers consider that height and siting of the proposed two storey extension block would not result in any harm to the residential amenities of the neighbouring occupiers on the eastern side of Welldon Crescent. The northern elevation of the proposed two storey extension block would be sited some 50 metres from the rear elevations of the closest properties along Hindes

Road and approximately 30 metres from the northern boundary of the site. Moreover, there is a large mature tree line along the northern boundary which provides a good degree of screening for the closest neighbours along Hindes Road. Whilst it is acknowledged that tree screening would be reduced during the winter months, there would still be some degree of screening and when viewed in conjunction with the above mentioned distances officers consider there would be no harm caused to the neighbouring occupiers in Hindes Road. Similarly, there would be no undue harm caused to the occupiers of the properties along Headstone Road which abut the western boundary of the site as the proposed two storey extension would be some 67 metres away and would be buffered by the presence of the existing school.

The proposed single storey entrance lobby extension due to its modest size would not have any detrimental impacts on the surrounding neighbouring occupiers. The proposed extensions and alterations are therefore considered to be acceptable in this regard and would not result in any harm in term of loss of light, overshadowing, loss of outlook or loss of privacy.

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. The proposal would not give rise to any significant changes in terms of hard and soft play space provision and the proposal 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. Furthermore, it is not proposed to increase the existing level of car parking spaces which would remain at 20 spaces and therefore the levels of car parking would not result in any detrimental impacts on neighbouring amenity as compared to the existing situation. 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, the site compound location, 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.

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 at the pre application stages, reported 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 and this is discussed in detail below.

The site is located in a densely populated residential area and approximately 500m north of Harrow town centre. Because of this close proximity, the school can be accessed easily by public transport. The nearest bus stops to the school are located on Headstone Road.

Norbury Primary School has two entrances; the main vehicle entrance is on Oakley

Road with another entrance on Welldon Crescent. Both roads have a 20mph speed restriction with some traffic calming measures.

The surrounding streets, Welldon Crescent, Oakley Road, St Kilda's Road, Hindes Road and Wellesley Road, are protected with a combination of single yellow lines (SYLs) and double yellow lines (DYLs) at the junctions. Parking spaces on most of the surrounding roads are restricted to resident permit holders only.

Pedestrians access the school via the two entrances on Welldon Crescent and Oakley Road. The main pedestrian entrance is located in Welldon Crescent. However, the results of the TA observed that both entrances were equally used by pedestrians. There are dedicated gates for pedestrians on these roads, with guardrails protecting the sections of footway within the immediate vicinity of these gates. The pedestrian entrance areas to the school are marked with "school keeps clear" zig-zag lines.

At present there are no formal crossing points on either of the roads. During busy periods children and parents have some difficulty crossing the roads because of the large numbers of vehicle movements.

The school has one entrance for vehicles to access the school, which is located on Oakley Road. This access point leads directly to the school car park located at the back of the school. This entrance is separate from pedestrian access point located on Oakley Road, therefore reducing the risk of accidents. Service and emergency vehicles also use this entrance. In an event of emergency, vehicles can access the school grounds via an access gate located in the car park.

The school does not permit parents to drive onto the site to pick-up or drop-off children, and only staff and visitors are allowed to park in the on-site car park. Therefore main drop-off points for parents are Welldon Crescent and Oakley Road. During the drop-off/pick-up period, the Travel Impact Assessment observed that Oakley Road experiences congestion due to arriving parents, preventing vehicles from entering the on-site car park.

Transport impact and proposed mitigations

The school has a relatively small catchment area, which allows the majority of pupils to walk to the school. From the modal split within the supporting Travel Plan and Travel Impact Assessment, it can be seen that most of pupils and staff walk or drive to the school. Under these circumstances it is unlikely that additional journeys to and from school will be made in large by public transport.

Based on site observation it is concluded that the existing capacity of pedestrian footways around the school is adequate to the increased pedestrian demand generated by the proposed expansion.

Since the school is a primary school, the demand for cycling will mostly originate from the staff which will inevitably result in relatively small numbers of additional cyclists. No adverse impact to the pedestrian and cycling capacity is anticipated. The site observations showed that parents tend to congregate at the school entrances just before the school finish time. This is not an issue at the entrance on Oakley Road as this road is a no-through street with very low bypassing pedestrians.

However, the school expansion will potentially increase the number of parents

accumulating at the school entrance on Welldon Crescent and may cause crowding and resulting in nuisance to passers-by and local residents.

In order to assess the impact of school expansion on the local road network, initial traffic assessments were undertaken on the priority junctions on the approaches to the school site, assuming an additional 60 car trips. The analysis suggests that 20 of these vehicles would be attracted to school entrance on Oakley Road.

Considering the existing traffic congestion on Headstone Road during the morning peak hour, the increase in the number of turning vehicles at the Headstone Road/Oakley Road junction will exacerbate this existing problem. However, it is clear that the capacity of the junction is not the cause of the problem, rather the queue of vehicles in Headstone Road through the junction.

The remaining additional 40 vehicles during the morning peak period would be attracted to the school entrance on Welldon Crescent. Based on observations made by experienced traffic engineers, it is considered that the capacity of Hindes Road/Welldon Crescent is adequate to accommodate the growth of car traffic.

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
It is recommended that advisory “KEEP CLEAR” markings are applied to the southbound carriageway of Headstone Road at its junction with Oakley Road.	This measure is supported.
Introduction of “Zebra” crossing and/or pedestrian refuge island in Welldon Crescent close to the school entrance	A zebra crossing application would not meet our criterion because of insufficient pedestrian and vehicular conflict however we would consider the introduction of a pedestrian refuge as this is more appropriate at this location.

The roads surrounding the school can suffer from inconsiderate and illegal parking and this is caused by parents dropping-off / picking-up their children.

Officers consider that the council’s current enforcement practices for schools needs 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.

School Travel Plans

Harrow places a strong emphasis on School Travel Plans and associated walking and cycling measures that deliver health benefits and a reduction in air pollution.

The council travel planning officer’s work closely with schools to produce a School Travel Plan document. 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.

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.

Norbury School's current STP is accredited to Bronze standard by TfL's STARS (Sustainable Travel Accredited & Recognised) scheme. The next level of accreditation is silver. At silver level the scheme offers the following benefits:

- Access to funding and support from TfL and borough officers
- An invitation to the annual knowledge-sharing seminar and awards ceremony
- Advice and guidance from borough officers to help plan travel initiatives and apply for accreditation
- Opportunities to get pupils engaged in running travel initiatives and updating the travel plan through TfL's Junior Travel Ambassador (JTA) and Youth Travel Ambassador (YTA) schemes
- Toolkits to help pupils to get involved and run activities
- Opportunities to become a School of Excellence and to attend the prestigious STARS top schools event

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.

The details of the Travel Plan have been referred to the Highways Authority and taking account of the potential increase in traffic set out in the transport assessment officer recommend that the school, with support from Harrow's dedicated School expansion Programme Travel Plan Advisor, should strive towards silver accreditation with the objective of achieving this within two annual accreditation cycles. Further, it is recommended that the school should strive towards gold accreditation with the objective of achieving this within a further three annual accreditation cycles. Accordingly, 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 School Travel Plan identifies there is currently 7 cycle parking spaces which is line with London Plan Standards (2011). Additional demand for cycle and scooter parking spaces will be monitored by the school travel plan which can be secured by condition.

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 Headstone Lane to enter and exit the school premises. 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 Norbury 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 Norbury 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.

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. This is further emphasised by policy CS 1 T of the Harrow Core Strategy (2012).

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. The fabric of the building is intended to achieve low U values. At Norbury, due to the need to tie into existing floor levels, there is a need to introduce roof based vents in order to draw air through the classrooms at both ground and first floor level, given that single sided ventilation using windows would not work. 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 policies 5.2 and 5.3 of The London Plan (2011), core policy CS1 T, policy DM 12 of the Harrow Development Management Policies Local Plan and the Councils 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. The proposals would not result on any significant encroachment on any existing soft play space. It is further acknowledged that the need for external hard play space for the expanded school limits opportunities for increasing green space. However, there is some potential for additional planting to replace some of the trees that would be lost as a result of the proposal. 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 a lift within the existing school but this would not provide access to the new extension due to level changes at first floor. However, the proposed building has been designed to have level access externally and internally. Furthermore, the existing platform lift has the potential to be replaced at a latter date should additional funds become available and the layout of the building has taken this into account by allowing a future lift to link into the circulation space. Corridor widths would all have a minimum width of 1800mm and all doors would have a minimum clearance of 900mm. The doors to the front lobby extension will be automatic sliding doors and will be fully wheelchair accessible. 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).

Biodiversity, 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:

“A. The removal of trees subject to TPOs or assessed as being of significant amenity value will only be considered acceptable where it can be demonstrated that the loss of the tree(s) is outweighed by the wider public benefits of the proposal.”

“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. In order to construct the extension in this location, it will be necessary to remove one B category tree and three low quality C category trees. Whilst the loss of the trees are regrettable, officers consider that the adverse impact in relation to the loss is required to be weighed in the balance, alongside the significant policy support and wider public benefits to enhance and improve schools, contained in the NPPF and Local Plan. Furthermore, this urban site is heavily constrained and it is recognised that the current proposed location of the building affords the most benefits for the school. It is proposed to replace the trees with new native heavy standard trees in order to replace any lost visual amenity. 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 conditions in respect of the above matters, officers consider that the ecological and aesthetic value of the area would not be significantly harmed and the development would thereby comply with policies 7.21 and 7.19 of The London Plan (2011) and policies DM 22 of the Harrow Development Management Policies Local Plan (2013).

Flood Risk and Drainage

As set out in the National Planning Policy Framework, local planning authorities should only consider development in flood risk areas appropriate where informed by a site specific flood risk assessment. This should identify and assess the risk of all forms of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime, taking climate change into account. This is further emphasised in policy CS 1 U of the Harrow Core Strategy (2012).

Policy DM 9 outlines that proposal requiring a Flood Risk Assessment must demonstrate that the development will be resistant and resilient to all sources of flooding

including surface water. The design and layout of proposals must contribute to a flood risk reduction. Furthermore, proposals should ensure that there is a dry means of escape for occupiers of the building.

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”*.

The majority of the school site lies in flood zone 1 and therefore has a low risk of fluvial flooding. However, parts of site, where the existing school buildings are located lie within flood zone 2/3a and 3b ‘developed’ as identified in the Harrow Strategic Flood Risk Assessment (2012) as having a medium to high probability of flooding.

The proposed extension to the north of the site would marginally encroach onto the area within flood zone 2/3a/3b ‘developed’. However, the access points to the building would be located within flood zone 1. Overall, the siting of the extension in this location is considered to be at a medium risk of flooding and as such the location of the school building, classified as a ‘more vulnerable’ use is acceptable in this location and would accord with the principles of the NPPF (2012).

In order to mitigate the impact of flood risk to the northern extension, it is proposed to use flood resilient construction within the ground floor. The flood risks to the extension are proposed to be mitigated by including an overland flow route from the east to be able to flow around the northern side of the extension. Due to unsuitable ground conditions (London clay), it is not possible to discharge surface water run off to soakaways or other infiltration devices. However, surface water attenuation tanks are proposed to west of the two storey extension. In line with the London Plan requirements specified above, flows generated from the extension areas will be reduced to greenfield run off rates. Attenuation will be provided in geo cellular storage to achieve a discharge rate of 5 l/s which will meet the required greenfield run off rates. Foul water from the site will discharge to the existing drainage network. Any potential increase in foul water flows to Thames Water sewer will be off set by the greater reduction in surface water volumes.

The details of the Flood Risk Assessment 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. At the time of preparation of this report officers are still awaiting additional details in respect of safe access/egress routes for the proposed extension and specific details of construction techniques to minimise water entry. 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 policies DM

9 and 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 pedestrian entrance from Welldon Crescent 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. The provision of the new lobby extension would result in a clear line of sight for pedestrians and visitors to the school. 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

- None

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 1506-5.4-001DAS.docx; 1506-PP-02; 1506-PP-03; 1506-PP-04; 2014 Norbury School Travel Plan (March 2014); Document titled Overview of Harrow Councils Primary School Expansion Programme – Harrows Approach; Document titled School Expansion Programme 2014-15; Arboricultural Impact Assessment at Norbury School by A.T Coombes Associates; Transport Assessment for the Expansion of Norbury Primary School (March 2014); Statement of Community Involvement (February 2014); Un titled document - Aerial Site Plan; Construction Method, Phasing Plan and Logistics Statement for Norbury School; LO1519/DR00 Rev P1; LO1519/DR01 Rev P3; LO1519/DR02 Rev P1; LO1519/DR03 Rev P1; LO1519/DR04 Rev P1; Sustainability Report-Ref: KSc/7111908/JP Rev 01 (dated 17 April 2014); 1506-PP-01; Document titled Norbury School by Mott MacDonald, dated 26/02/2014; Flood Risk Assessment – Ref – SJC/615770/JRC Rev 0 (dated 28 February 2014); Document titled – Drainage Storage Calculations; Letter from Hydro International, dated 21st May 2014

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 Norbury School, Harrow by A.T Coombes Associates (dated 30th January 2014). 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 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 Norbury School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the development 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 31st 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).

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 policies DM 1 and DM 42 of the Harrow Development Management Policies Local Plan (2013).

11 Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site/development in accordance with Secured By Design Certification Part Two (physical security only) shall be installed and the Secured by Design Certification Part Two (physical security only) shall be submitted to and approved in writing by the local planning authority.

Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website:

<http://www.securedbydesign.com/guides/index.aspx> and shall include the following requirements:

1. all main entrance door sets and communal entrance doorsets shall be made secure to standards, independently certified, set out in PAS 24:2007 or WCL 1 'Security standard for domestic doorsets';
2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS 7950:1997 or WCL 4 'Security standard for domestic windowsets'.

Following implementation the works shall thereafter be retained.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policy DM 2 of the Harrow Development Management Policies Local Plan (2013), and Section 17 of the Crime & Disorder Act 1998.

12 Prior to the construction of the building hereby permitted, details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, shall be submitted to, and approved by, the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement, as required by policies DM 1 and DM 10 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)

Policy Statement – Planning for Schools Development (DCLG, 15/08/11)

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
- 5.12 Flood Risk Management
- 5.13 – Sustainable Drainage
- 6.3 – Assessing effects of development on transport capacity
- 6.9 – Cycling
- 6.10 – Walking
- 6.11 – Smoothing traffic flow and tackling congestion
- 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

- 7.19 – Biodiversity and Access to Nature
- 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 9 – Managing Flood Risk
- 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 46 – New Community Sport and Educational Facilities

Other Relevant Guidance:

- Harrow Strategic Flood Risk Assessment (Level 1) - (2009)
- Harrow Strategic Flood Risk Assessment (Level 2) – (2011 & 2012)
- Harrow Surface Water Management Plan (2012)
- 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

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.

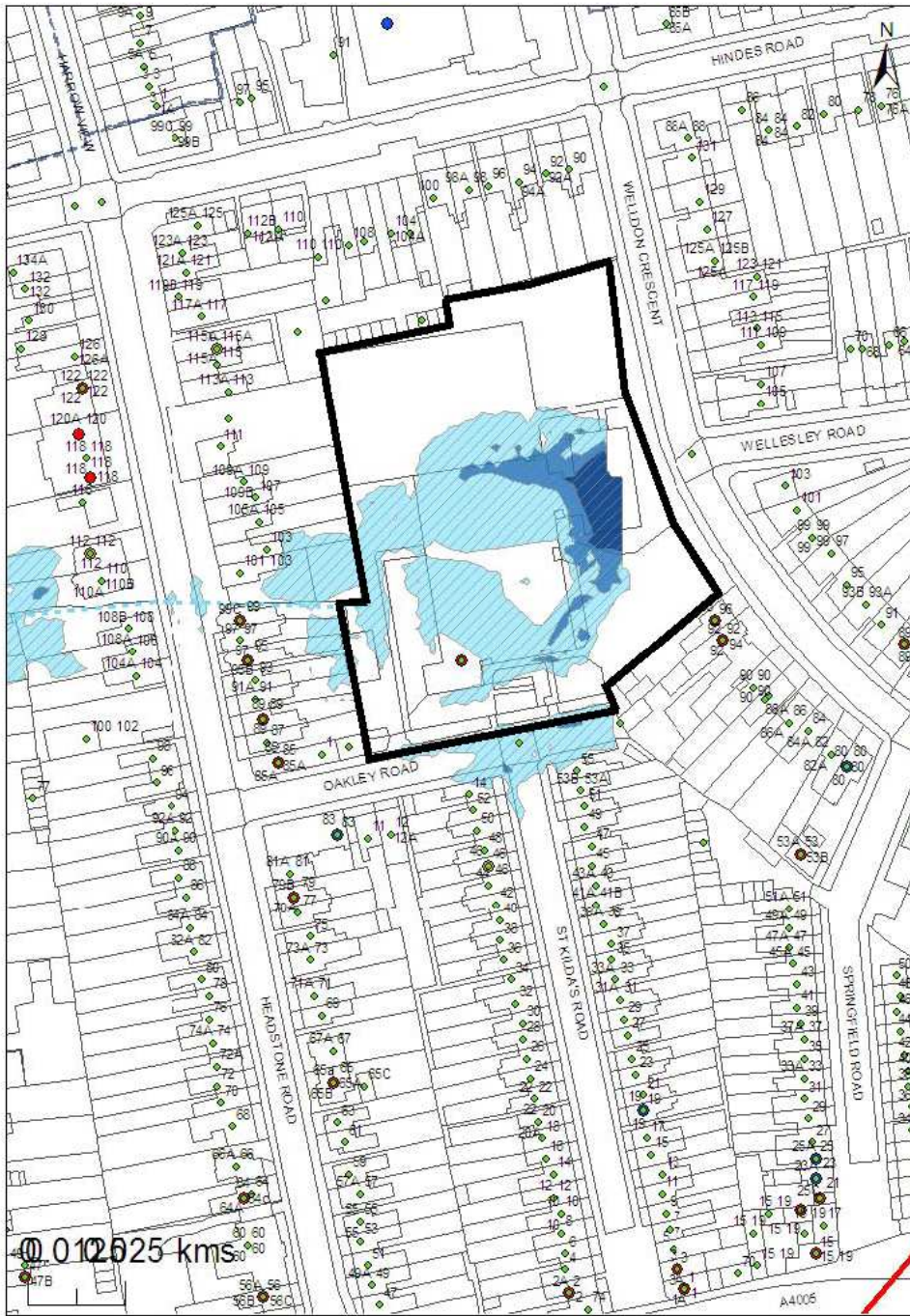
5 DUTY TO BE POSITIVE AND PROACTIVE

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 1506-5.4-001DAS.docx; 1506-PP-02; 1506-PP-03; 1506-PP-04; 2014 Norbury School Travel Plan (March 2014); Document titled Overview of Harrow Councils Primary School Expansion Programme – Harrows Approach; Document titled School Expansion Programme 2014-15; Arboricultural Impact Assessment at Norbury School by A.T Coombes Associates; Transport Assessment for the Expansion of Norbury Primary School (March 2014); Statement of Community Involvement (February 2014); Un titled document - Aerial Site Plan; Construction Method, Phasing Plan and Logistics Statement for Norbury School; LO1519/DR00 Rev P1; LO1519/DR01 Rev P3; LO1519/DR02 Rev P1; LO1519/DR03 Rev P1; LO1519/DR04 Rev P1; Sustainability Report-Ref: KSc/7111908/JP Rev 01 (dated 17 April 2014); 1506-PP-01; Document titled Norbury School by Mott MacDonald, dated 26/02/2014; Flood Risk Assessment – Ref – SJC/615770/JRC Rev 0 (dated 28 February 2014); Document titled – Drainage Storage Calculations; Letter from Hydro International, dated 21st May 2014

NORBURY SCHOOL, WELLDON CRESCENT, HARROW



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Item: 2/05
Address: 328-332 STATION ROAD, HARROW
Reference: P/2427/13
Description REDEVELOPMENT OF UPPER FLOORS TO PROVIDE THREE STOREYS (IN ADDITION TO THE GROUND FLOOR) CONTAINING 9 RESIDENTIAL FLATS (4 STOREYS OVERALL); REFUSE AND CYCLE STORAGE AT REAR ON GROUND FLOOR; EXTERNAL ALTERATIONS (DEMOLITION OF FIRST AND SECOND FLOORS)
Ward: GREENHILL
Applicant: ANNOVATO HOLDINGS LTD
Agent: BURRELL ARCHITECTS LTD
Case Officer: CALLUM SAYERS
Expiry Date: 09/04/2014

RECOMMENDATION

GRANT planning permission for the development described in the application and submitted plans, subject to conditions;

REASON:

The proposed redevelopment of the site would result in a modern, contemporary design that responds positively to the local context, and would provide appropriate living conditions and retail space which would be accessible for all future occupiers of the development. The development proposal would continue to provide an active retail function within the Town Centre, as well as providing for residential accommodation which would increase the vibrancy of the town centre and housing choice within the borough.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan 2011, the Harrow Core Strategy 2012 and the policies of the Harrow Development Management Policies Local Plan 2013, Harrow & Wealdstone Area Acton Plan (2013), and to all relevant material considerations, and any comments received in response to publicity and consultation.

INFORMATION:

The scheme is reported to the Planning Committee as it proposes 9 residential units on the site, which is outside Part 1(e) of the Scheme of Delegation.

Statutory Return Type: 13. Minor Dwellings
Council Interest: None
Gross Floor space: 140m²
Net Additional Floor space: 519m²(residential)
Mayor CIL: Charge Levy £35 per sqm. Total £18,165.00
Harrow CIL: Levy Charge £110 (Residential). Total £57,090.00

Site Description

- The site is located on the eastern side of Station Road, on a principal road within the town centre.
- The ground floors are two independent units, one as a book makers (Use Class A2) and the other a retail unit (Use Class A1).
- Both units are located within the secondary frontage of the town centre
- The upper floors of the units are used as two-residential flats and the building has a two and three-storey scale
- The neighbouring property to the north is Trinity House, a three-storey building with shops on the ground floor and offices above. The neighbouring properties to the south are two-storey buildings which appear to have been constructed in the 1950/60s and are of limited architectural merit.

Proposal Details

- It is proposed to redevelop the upper floors to provide three storeys (in addition to the ground floor) containing 9 residential units (4 storeys overall); refuse and cycle storage at rear on ground floor.
- The proposed rear extension would have a depth of 3.3m at its deepest point. This extension would infill from the southern most access to the rear elevation across the flank elevation of No. 328 Station Road. The proposed new floors will be erected above this.
- The proposed development would have a maximum height of 14m, with a flat roof.
- It is proposed to provide for two, two-bedroom units and seven one bedroom units.
- The residential properties would be accessed via an access door between the two ground floor commercial units on the front elevation.

Relevant Planning History

N/A

Pre-Application Discussion (Ref.P/2060//13PREAPP)

- Principle Acceptable
- Design & Access Statement
- Proposed height of development satisfactory
- A modern design in this context is satisfactory
- Bulk considered excessive
- Development should not project beyond the well established building line
- Depth of proposal excessive deep and single aspect, which would be harmful to future occupiers
- Unlikely to be any significant harm to the amenities of adjoining neighbours
- Zero parking provision at this location would be acceptable.

Applicants Submission Documents

- Design & Access Statement

Consultations

Highways Authority – No Objection, subject to conditions

Policy & Research – No Objection

Drainage Engineer – No Objection subject to conditions

Conservation Officer – No Objection

Advertisement/Site Notice

Harrow Observer/Harrow Times: 27/02/2014

Site Notice 29/05/2014, Expiry 12/06/2014

Notifications

Sent: 191

Replies: 1

Expiry: 24/04/2014

Various properties within Platinum House, Lyon Road, Harrow, HA1 2EX

321, 333, 335a, 339a Station Road, Harrow, HA1 1LH

323 Station Road, Harrow, HA 2BP

320, 320a, 320b, 322, 322a, 324, 324a, 324b, 324d, 326a, Station Road, Harrow, HA1 2DX

328, 330, 334, 340, Station Road, Harrow, HA1 2DR

341, 341a, 341b, 343, 343a, 345a, 345b, 345c Station Road, Harrow, HA1 2AA

317, 319, 325, 345a, 347 Station Road, Harrow, HA1 1AA

York House, 353a Station Road, Harrow, HA1 1LN

336 – 338, 342 – 348, 344 – 350, 350 Station Road, Harrow, HA1 1DR

345, 352 Station Road, Harrow, HA1 1DE

O'Neils Public House, 335 – 339 Station Road, Harrow, Ha1 2AA

Officers over 325, 327 Station Road, Harrow, HA1 2AA

Trinity House, 326 Station Road, Harrow, HA1 2DR

Congress House, Lyon Road, Harrow, HA1 2EN

Summary of Response(s):

- The location of the proposed refuse and cycle storage at the rear on the ground floor would spoil the view from Congress House as well as properties at Platinum House.

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, published Revised Early Minor Alterations [REMA] to The London Plan 2011 and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Principle of Development

Character and Appearance of the Area and Heritage Assets

Residential Amenity
Accessibility
Traffic and Parking
Development and Flood Risk
Equalities
S17 Crime & Disorder Act
Consultation Responses

Principle of Development

The National Planning Policy Framework sets out a presumption in favour of “sustainable development”. The NPPF defines “sustainable development” as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets the three tenets of sustainable development for planning to be; to play an economic, social and environmental role. The NPPF, following the deletion of the Planning Policy Statements and Guidance Notes, continues to advocate that new development should firstly be directly towards previously developed land, recognising that “sustainable development” should make use of these resources first. The adopted Harrow Core Strategy 2012 sets out the spatial vision for the borough and along with the London Plan, identifies the Harrow and Wealdstone area and the corridor between these areas as an Intensification Area which should be the focus for regeneration, providing a significant portion of new development in the borough, including almost half of all new homes over the plan period. The Harrow and Wealdstone area has been identified as an Intensification Area in recognition of the ability of this area to deliver the highest levels of “sustainable development” in terms of the available infrastructure and contribution that pooled resources can make to infrastructure in this area.

The site constitutes previously developed land and the application seeks to extend the existing building to provide further residential flats, whilst retaining the commercial uses on the ground floor.

The commercial uses on the ground floor would continue to provide an active retail function on the ground floor and would therefore have a positive impact on the vitality and viability of the area. The first and second floors of the existing property on the site are currently used as residential. The proposed development of the site will result in the same use of the floors, albeit at more intensive use than existing. The development of the site to provide for further residential above the commercial units, is considered to result in a more efficient and effective use of the site. The proposed height of the development would accord with the aspirations of the Harrow & Wealdstone Area Action Plan (2013), and impacts on the character of the area are considered below. The partial redevelopment of the site, in light of the previously developed nature of the land, would be acceptable in principle and it is considered that the proposed land uses i.e. retail with residential above, would be appropriate in this location.

Character and Appearance of the Area, and Heritage Assets

Policy DM1 of the Harrow Development Management Local Policies Plan 2013 (DMP) requires all new development to provide a high standard of design and layout, respecting the context, siting and scale of the surrounding environment. Policy DM1 reflects policies 7.4.B and 7.6.B of The London Plan 2011 and policy CS1.B of the Harrow Core Strategy 2012 which seek to ensure that development respects local character and enhances the public realm. The NPPF and policy 7.8.C/D/E of The London Plan 2011 set out similar aims. Policy DM7 of the Harrow Development Management Local Policies Plan (2013)

provides further guidance on managing heritage assets and requires new development not to adversely affect the character or amenity of Conservation Areas, Listed Buildings or other heritage assets.

It is noted that along the eastern side of Station Road, there is no defined or dominant form of development, and as such a more modern design of development is considered to be appropriate in this instance. The proposed redevelopment of the site would result in a building within the streetscene that would be four stories in height, with a flat roof. To the north of the property is a public walkway between the application site, and the property at No. 328 Station Road, which has a pitched roof and would have the same ridge height of the proposed development. Located to the south of the proposed development would be a flat roof building which is two-stories in height. Along the northern boundary is a public walkway which provides access through to Lyon Road. To the rear of the property is a service lane which provides access to the rear of the properties that front onto Station Road. To the west of the service lane is the Platinum House residential development. The proposed development would provide for a modern design within the existing streetscene. Given that there is no dominant character of development within the streetscene, the development as proposed would provide a building that would add character to the existing streetscene.

The proposed development would be opposite the locally listed 329-353 Station Road. The proposed development would be a further storey higher than the locally listed building. In weighing applications that affect non designated heritage assets directly or indirectly, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. The level of harm to heritage values or loss would be minimal, therefore it is considered that there would be no unacceptable impacts on the setting of the locally listed building. Furthermore, it is considered that the proposed development, by reason of its proportionate scale and height within the existing streetscene, would appear as an appropriate and acceptable addition to the streetscene.

It is proposed to erect a single storey rear extension to the existing rear elevation of the property. This would effectively square off the rear elevation from where the existing access on the southern end of the rear elevation is located. The proposed single storey rear extension would not be viewed from Station Road. However, it would be seen from the rear car parking area. It was noted on site that the rear of the property has been extended previously, and has an acceptable impact on the character of the area and also on neighbouring properties. Given that a number of the properties that front onto Station Road have been extended in various ways to the rear, it is considered that the proposed single storey rear extension element would not be at odds with the prevailing character of development along the rear elevation of this parade.

It is proposed to change the ground floor shop frontage which faces onto Station Road. The proposed change to the ground floor of the shop would continue to provide an active frontage to the secondary frontage, and as such would maintain the character of the remainder of the parade. Subject to an appropriate condition requiring toughened to be used in the construction of this new window frontage, this element is considered to be acceptable.

It is therefore considered that the proposed redevelopment of the site, subject to safeguarding conditions, would not result in any adverse effect on the character and appearance of the surrounding area or heritage assets, therefore complying with policies 7.4B and 7.6B of The London Plan (2011), policies DM1 and DM7 of the Harrow

Residential Amenity

Impact of the Development on Neighbouring Amenity

Policies DM1 and DM25 of the DMP both seek to “ensure that the amenity and privacy of occupiers of existing and proposed dwellings are safeguarded.

The proposed external alterations would not project beyond the rear or front elevation of the adjacent properties. It was noted on site that there are no flank windows facing the application site. Furthermore, the proposed development would be of a satisfactory distance from nearby residential properties, both opposite the property fronting Station Road and the Platinum House residents to the east, and as such would not result in any unacceptable harm in terms of loss of light or outlook. In addition, the Platinum House development would exceed the traditional 21m back to back relationship between residential properties. Therefore, it is considered that that there would be no unacceptable harm to the amenities of the occupiers of the either property located to the north or south of the application site though any loss of light, outlook or privacy.

An objection was received with regard to the appearance of the waste and recycling and cycle storage facilities for the proposed development. Nearby residential properties within the Platinum House development would be able to view this facility. However, it is noted that this area would be approximately 35m away from the elevation of this development. Furthermore, the waste and recycling/cycle storage area would be screened from view. In addition to this, it is considered appropriate that a safeguarding condition be imposed for external materials for this element.

Room Size and Layout

Policy 3.5C of The London Plan specifies that Boroughs should ensure that, amongst other things, “new dwellings have adequately sized rooms and convenient and efficient room layouts”. Table 3.3 of The London Plan specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit GIA’s as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD. Policy DM26 of the DMP specifies that “proposals will be required to comply with the London Plan minimum space standards.

In view Policy 3.5C of The London Plan (2011), and when considering what is an appropriate standard of accommodation and quality of design, the Council has due regard to the Mayor of London’s Housing Supplementary Planning Guidance (SPG) (November 2012). As an SPG, this document does not set new policy. It contains guidance supplementary to The London Plan (2011) policies. While it does not have the same formal Development Plan status as these policies, it has been formally adopted by the Mayor as supplementary guidance under his powers under the Greater London Authority Act 1999 (as amended). Adoption followed a period of public consultation, and it is therefore a material consideration in drawing up Development Plan documents and in taking planning decisions.

The Mayor’s London Housing Strategy (LHS) focuses on affordable housing provision and highlights the importance of improving design quality, space standards and the design process to support this. Furthermore the Mayor of London Housing Supplementary Planning Guidance (2012) provides requirements for new residential developments to achieve a high quality of design and living space for future occupiers. It is considered to be

illustrative of high quality design.

The table below illustrates the extent to which the proposed development would comply with the recommended room sizes of the London Housing Supplementary Planning Guidance (2012).

	Gross Internal floor Area	Kitchen/Living/Dining	Bedroom
Minimum floor areas	2 Bedroom, 4 person 70sqm	4 person 27sqm	Double (12sqm) Single (8sqm)
Minimum floor areas	1 Bedroom, 2 person 50sqm	2 person 23sqm	Double (12sqm)
Flat 1: 2 bedroom, 4 person)	71.3sqm	29.5sqm	12.4 (Double) 12.6 (Double)
Flat 2: 1 bedroom, 2 person)	50.6sqm	28.6sqm	12.8 (Double)
Flat 3: 1 bedroom, 2 person)	50.7qm	28.5sqm	11.8sqm (Double)
Flat 4: 2 bedroom, 4 person)	70.8sqm	29sqm	12.4 (Double) 12.6 (Double)
Flat 5: 1 bedroom, 2 person)	50.4sqm	28.7sqm	12sqm (Double)
Flat 6: 1 bedroom, 2 person)	50.4sqm	28.9sqm	13sqm (Double)
Flat 7: 2 bedroom, 4 person)	70.9sqm	28.7sqm	12.4 (Double) 12.6 (Double)
Flat 8: 1 bedroom, 2 person)	50.3sqm	25.5sqm	14.3 (Double)
Flat 9: 1 bedroom, 2 person)	50.7sqm	29sqm	12.8 (Double)

The table above demonstrates that each of the proposed units would meet the gross internal floor area for units of their respective occupancies. Furthermore, each of the proposed habitable rooms would meet the gross internal floor areas. It is therefore considered that the satisfactory layout of the proposed residential unit would ensure that the accommodation would be of a level that would not be cramped for future occupiers.

Whilst it is acknowledged that 3 of the proposed units are single aspect, those units are relatively shallow and have the habitable uses located nearest to the windows and also are west facing. Given this, it is considered that the proposed units would still receive an adequate level of light. It is considered that the proposed living accommodation provided would therefore be considered acceptable and would accord with the relevant policies listed below.

It is therefore considered that the proposed accommodation is satisfactory and would

comply with policy 3.5 of The London Plan 2011, Policy CS1.K of the Harrow Core Strategy 2012, standard 5.4.1 of the Housing SPG (2012), policies DM1 and DM26 of the Harrow DMP (2013), and the Residential Design Guide SPD (2010).

Layout and Stacking

Paragraph 5.12 of the Residential Design Guide SPD specifies that 'the vertical stacking of rooms between flats should ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors. Where possible, the horizontal arrangement of rooms between flats in a block should also avoid bedrooms adjoining neighbouring living rooms, kitchens and bathrooms, as well as communal areas such as halls and stairs'.

It is noted from the proposed floor plans that there is a marginal overlap of the third floor bedroom over a bathroom. However, this is only a marginal overlap and given that it is a complete new build, such an overlap would not give rise to unacceptable vertical noise transfer by way of requirements under the Building Control Regulations. Furthermore, the proposed first floor flats would be located above retail space on the ground floor, as such there would be no conflict between the these proposed residential units and the ground floor. It is therefore considered that the development would accord with policy DM1 of the Harrow DMP (2013), paragraph 5.12 of the Council's adopted SPD – Residential Design Guide (2010).

Refuse Storage

The proposal demonstrates that waste and recycling facilities for the residential units would be located within a secure location to the rear of the property. The proposed plans indicate a satisfactory level of refuse facilities for the proposed flats and commercial units, and the proposed location is considered acceptable. It is therefore considered that the proposal would comply with Policy DM25 of the Harrow DMP (2013).

Outdoor Amenity Space

Paragraph 5.16 of the Residential Design Guide SPD (2010) states that private amenity space for residents of flats would be encouraged. The proposal would provide external amenity space above the existing ground floor element for each of the flats, which would be by way of a private recessed balcony. Given the proximity of the balconies to the public realm, it is considered that recessed winter garden balconies are most appropriate. It is therefore considered that the proposed amenity space would provide suitable and functionable amenity space for the occupiers of each of the flats.

Given the above, it is considered that the proposal would have no significant adverse implications for host and neighbouring residential amenities, and would accord with policies 7.4B and 7.6B of The London Plan (2011), policy AAP13 of the Harrow and Wealdstone Area Action Plan (2013), policies DM1 and DM26 of the DMP and the Council's adopted Supplementary Planning Document 'Residential Design Guide (2010)' in that respect.

Accessibility

Policy 7.2.C The London Plan 2011 and policy DM1 of the Harrow Development Management Local Policies Plan 2013 require high quality design standards and development to be accessible to all persons. The Council's adopted the SPD: Access for All 2006 supplements these adopted development plan policies and provides detailed guidance on the standard of development required.

At this location, Station Road runs uphill from north to south. The existing access points to the properties from Station Road are therefore noted as not being level. This is

especially evident at No. 328 Station Road, which is noted as having a relatively large step up from the existing public highway. As such, it is therefore considered that given the existing site circumstances, it is not feasible to provide level access to the property. Furthermore, the residential elements within the property are located above the ground floor, and in any case would need to be accessed via an internal staircase. It is therefore considered that the proposed scheme would, in this instance, be acceptable in terms of providing access to the property.

Traffic and Parking

The application site is located within the town centre and consequently has a high PTAL rating. Due to the site coverage there will be no off street parking provided, however provision is made for cycle parking.

No additional on-site parking provision is proposed for the additional nine flats on site, therefore the proposal is considered as 'car free'. As a result of the very high sustainability of the site coupled with stringent parking controls in the area, private car ownership related to the site will be discouraged resulting in a de-minimis imposition on on-street parking levels where an already high 'paid for' parking demand exists.

In traffic generation terms any change to current base line traffic levels in the area are not predicted to be measurable given the site's 'car free' status and the aforementioned sustainability/stringent parking control regime which will inherently minimise net highway impacts of the development. The proposal is therefore considered acceptable in this regard. The proposal provides for 11 secure cycle spaces, which accords with the requirements as set out in The London Plan (2011).

Given the physical site constraints and the site location within the Harrow & Wealdstone Intensification Area Action Plan, a construction management strategy should be developed in order to minimise disruption to the local public realm. A condition requiring this has been attached accordingly.

Accordingly, subject to conditions, the development would comply with policy 6.13 of the London Plan 2011 and policy DM42 and D44 of the Harrow Development Management Local Policies Plan 2013.

Development and Flood Risk

The site is not located within a flood zone. However, given the potential for the site to result in higher levels of water discharge into the surrounding drains which could have an impact on the capacity of the surrounding water network to cope with higher than normal levels of rainfall, the Council's Drainage Team has commented on the application and recommended conditions to ensure that development does not increase flood risk on or near the site and would not result in unacceptable levels of surface water run-off. Subject to such conditions, which should be provided before the development commences, the development would accord with National Planning Policy, The London Plan policy 5.12.B/C/D and policies DM9 & DM10 of the Harrow Development Management Policies Local Plan (2013).

Equalities

Section 149 of the Equalities Act 2010 created the public sector equality duty.

Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need

to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is not considered that there are any equality impacts as part of this application.

S17 Crime & Disorder Act

It is considered that the proposed development would not adversely impact upon community safety issues and so it would comply with policy 7.3 of The London Plan (2011).

Consultation Responses

- *The location of the proposed refuse and cycle storage at the rear on the ground floor would spoil the view from Congress House as well as properties at Platinum House.*

Addressed under Section 3 of the above appraisal.

CONCLUSION

The proposed development would continue to positively impact on the economic viability or the employment offer of the area given the particular circumstances of the application site. Furthermore the site is located within the town centre where such uses are considered to be appropriate. The proposed development would have a negligible impact on the character and appearance of the area and nearby heritage assets. Subject to conditions, the development would not adversely impact upon the neighbouring amenities or highway safety and convenience.

The proposed residential accommodation is considered to provide satisfactory living conditions for future occupiers.

For these reasons, 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 & Country Planning Act 1990.

2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of all the external surfaces and privacy screens for balconies have been 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 appearance of the existing property and the locality in

accordance with policy AAP1 of the Harrow & Wealdstone Area Action Plan Policies (2013).

3 The development hereby permitted shall not be commenced until works for the disposal of sewage, surface water and surface water attenuation and storage works 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 completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with the objectives set out under the National Planning Policy Framework 2012 and policy DM10 of the Harrow Development Management Policies Local Plan 2013.

4 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for:

- a. The parking of vehicles of site operatives and visitors
- b. Loading and unloading of plant and materials
- c. Storage of plant and materials used in constructing the development
- d. Wheel washing facilities
- e. Measures to control the emission of dust and dirt during construction
- f. A scheme for recycling/disposing of waste resulting from demolition and construction works

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in pursuance of policies DM1 and DM43 of the Harrow Development Management Policies Local Plan 2013.

5 The installation of the shopfront hereby permitted shall not commence until details of works required to ensure the safety and integrity of the shop front from hostile activities 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 allow the Council to meet its responsibility for ensuring the safety of the public under S17 of the Crime and Disorder Act 1998, in accordance with Policy DM4 of the Harrow Development Management Policies Local Plan (2013).

6 The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access Statement; 1145-2.15-20130806, 1220-2.1-20130819, 1220/PL/000(REV A), 1220/PL/001 (REV A), 1220/PL/002 (REV A), 1220/PL/003 (REV A), 1220/PL/004 (REV A), 1220/PL/005 (REV A), 1220/PL/006 (REV A), 1220/PL/007 (REV A), 1220/PL/010 (REV B), 1220/PL/011 (REV B), 1220/PL/012 (REV B), 1220/PL/013 (REV B), 1220/PL/014 (REV B), 1220/PL/015 (REV B), 1220/PL/016 (REV B), 1220/PL/017 (REV B), 1220/PL/018 (REV B),

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

INFORMATIVES:

1 INFORMATIVE:

The following polices are relevant to this decision.

National Planning Policy Framework 2012

The London Plan 2011: 3.3, 3.4, 3.5, 4.7, 5.12, 6.9, 6.10, 6.13.C/D, 7.2, 7.4.B, 7.15.

The Harrow Core Strategy: CS1. B, CS2.A/L.

Development Plan Document: Harrow & Wealdstone Area Action Plan Policy

AAP1, AAP2, AAP4, AAP16, AAP17.

Harrow Development Management Plan Policies (2013) DM1, DM2, DM7, DM42, DM43, DM44

Supplementary Planning Document: Accessible 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:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: 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 Mayoral CIL

Please be advised that this application attracts a liability payment of **£18,165.00** of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority upon the grant of planning permission will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a

CIL Liability Notice indicating a levy of **£18,165.00** for the application, based on the levy rate for Harrow of £35/sqm and the additional net floor area of 519m² (residential) and 72.5m² (commercial).

6 Harrow CIL

Harrow has a Community Infrastructure Levy which will apply Borough wide for certain uses of over 100sqm gross internal floor space. The CIL has been examined by the Planning Inspectorate and found to be legally compliant. It will be charged from the 1st October 2013. Any planning application determined after this date will be charged accordingly.

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;

Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis)- £55 per sqm;

Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm

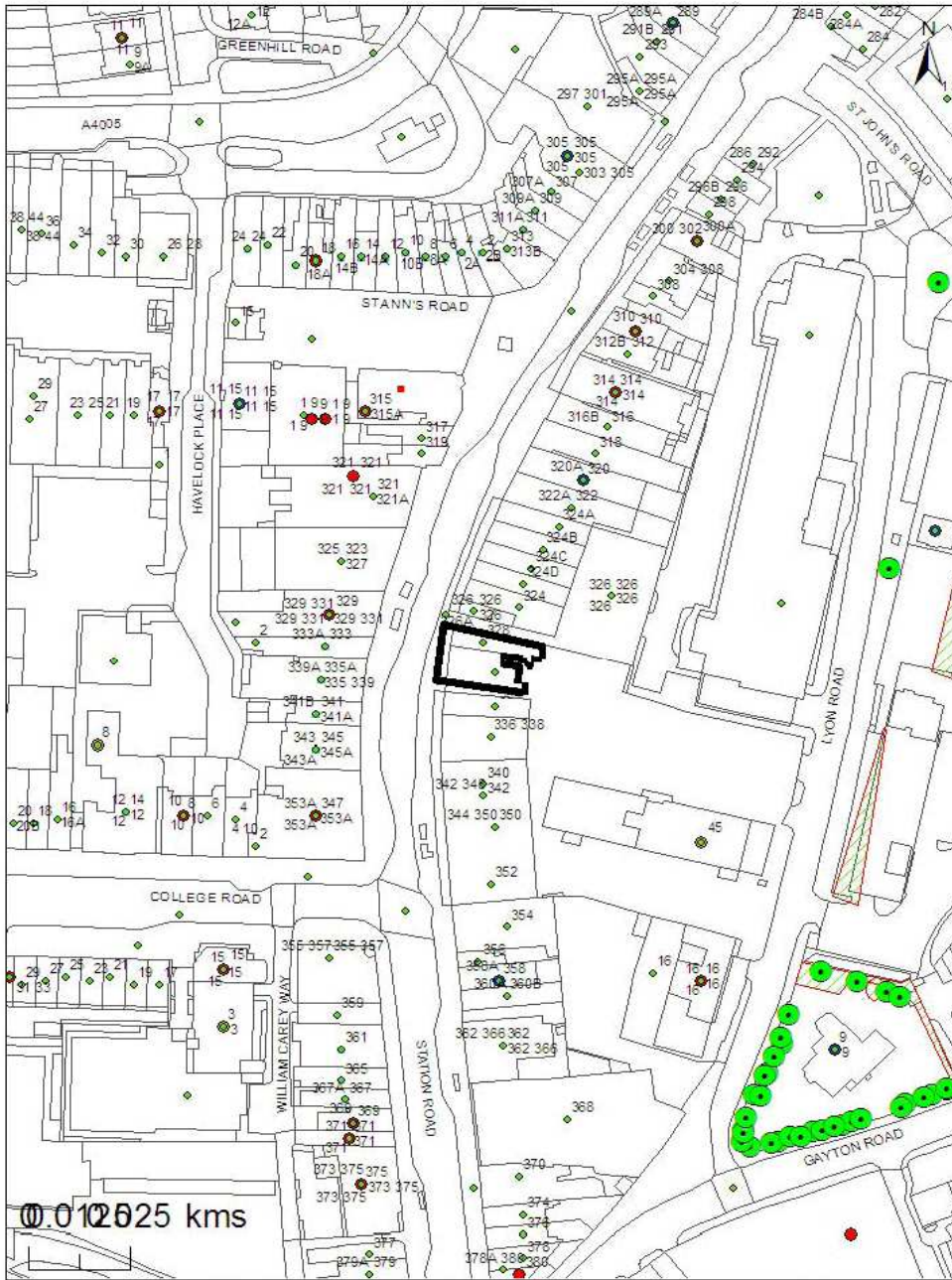
All other uses - Nil.

The Harrow CIL Liability for this development is: **£57,090.00**

7 INFORM_PF1 Grant with Pre App

Plan Nos: Design and Access Statement; 1145-2.15-20130806, 1220-2.1-20130819, 1220/PL/000(REV A), 1220/PL/001 (REV A), 1220/PL/002 (REV A), 1220/PL/003 (REV A), 1220/PL/004 (REV A), 1220/PL/005 (REV A), 1220/PL/006 (REV A), 1220/PL/007 (REV A), 1220/PL/010 (REV B), 1220/PL/011 (REV B), 1220/PL/012 (REV B), 1220/PL/013 (REV B), 1220/PL/014 (REV B), 1220/PL/015 (REV B), 1220/PL/016 (REV B), 1220/PL/017 (REV B), 1220/PL/018 (REV B),

328 STATION ROAD, HARROW



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Item No: 2/06
Address: HARROW COLLEGE, BROOKSHILL, HARROW WEALD
Reference: P/0578/14
Description: DEMOLITION OF NORTH BLOCK OF EXISTING TWO STOREY GASKELL BUILDING; CONSTRUCTION OF NEW SINGLE STOREY BUILDING WITH PHOTOVOLTAICS ON ROOF; NEW BOUNDARY TREATMENT; EXTERNAL ALTERATIONS
Ward: HARROW WEALD
Applicant: MS JUDITH ABBOTT
Agent: IBI TAYLOR YOUNG
Case Officer: OLIVE SLATTERY
Expiry Date: 30th APRIL 2014

RECOMMENDATION

GRANT planning permission subject to conditions, and a Legal Agreement.

Authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the Legal Agreement and to agree any minor amendments to the conditions and / or the legal agreement.

INFORMATION

This application is reported to Planning Committee as over 400m² of non-residential floorspace is proposed and therefore falls outside Schedule 1 of the Scheme of Delegation

Statutory Return Type: E(18) Minor Development

Council Interest: None

Gross Floorspace: 888 sqm

Net additional Floorspace: 148 sqm

GLA Community Infrastructure Levy (CIL) Contribution (provisional): N/A as an educational facility is proposed

Site Description

- § There are two Harrow college campuses' within the Borough; Harrow College, Brookshill and Harrow College, Lowlands Road.
- § The current application relates to the Brookshill campus, which is located on the eastern side of Brookshill.
- § This Harrow College site is one of two strategic previously developed sites in the Green Belt, as defined by the Site Allocations Development Plan Document (2013).
- § The site slopes gently from east to west.
- § The northern-most part of the Harrow College site is predominantly undeveloped land.

The southern-most part of the site is occupied by a range of educational buildings and car parking.

- The land beyond the northern site boundary is mainly undeveloped.
- Residential properties fronting Brookshill are located beyond a large part of the western site boundary.
- Bentley Day Care Centre and Steiner Training Centre are located beyond the southern site boundary.
- Bentley Old Vicarage Nature Reserve is located beyond the eastern site boundary, and beyond this lies Harrow Weald Cemetery.
- The site is located within the Harrow Weald Ridge Area of Special Character.
- It is subject to a Tree Preservation Order.
- The main building on the site is a Locally Listed Building. This is located towards the western site boundary.

Proposal Details

- The current application relates to only a small part of the Harrow College (Brookshill) site.
- The site outlined in red is located at the rear part of the campus and abuts the eastern site boundary.
- There is one building (the Gaskell Building) and a polytunnel on the site outlined in red. There are also a number of mature trees on the site, and a number of these are subject to a tree preservation order.
- The application proposes to demolish the northern block of the existing two-storey Gaskell Building and to construct a new detached single storey building with photovoltaics on the roof. New boundary treatment and external alterations are also proposed.
- The proposed building would provide a bespoke facility for learners with learning difficulties and / or disabilities. It would be called the LLDD building.
- Part of the building would be sited on the footprint of the demolished Gaskell building and a part of it would be sited on undeveloped land.
- The proposed building would have a maximum depth of 26.9m, a maximum width of 40m and a maximum height of 4.9m.
- The southern flank wall would be sited 2m from the northern flank wall of the remaining Gaskell Building. The western flank wall would be sited 3.5m from the eastern flank wall of the LRC building, which is located outside of the site outlined in red. The eastern flank wall would be sited between 10.5 and 13.2m from the eastern site boundary, which is the shared boundary with Bentley Old Vicarage Nature Reserve.
- The northern flank wall of the proposed building would be sited 2m behind the northern flank wall of the existing LRC building. It would be sited further from the TPO trees than the existing LRC building.
- A pedestrian gate (1.075m high x 1.36 wide) is proposed beyond the northern elevation of the building.
- A detailed landscaping plan has been submitted for consideration. This includes a number of retaining walls.
- 16 secure cycle spaces are proposed.

Revisions to the current application

- § The building has been set back from the TPO trees following concerns raised by LBH Officers in relation to the impact of the proposed building on these trees.
- § The footprint of the building has been reduced by 62sqm.
- § The width of the building has been reduced by 3m.
- § The height of the building has been reduced by 0.98m.

Relevant History

No recent planning history relating to the site outlined in red.

Formal Pre-Application Discussion

- N/A

Applicant Submission Documents

- Travel Plan
- Sustainability and Low and Zero Carbon Technologies Report
- Demolition Management Plan and Method Statement
- Ecological Appraisal
- Design and Access Statement including Planning Statement
- Transport Statement
- Legal Agreement
- Asbestos Demolition Survey
- Arboricultural Survey Report
- Utilities Statement Planning Report
- BRUKL output document

Consultations

- Environmental Health – No objections
- Highways Authority - No objections
- Landscape Architect – No objections, subject to a number of conditions
- Tree Officer – No objections, subject to a number of conditions
- Drainage Department – No objections, subject to a number of conditions
- Biodiversity Officer – No objections, subject to a number of conditions

Advertisement

N/A

Notifications

Sent: 5

Replies: 0

Expiry: 24.04.2014

Re-Notification

Sent: 5

Replies: 0

Expiry: 04.06.2014

Summary of Responses

- None

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 the Development – Provision of New Educational Facilities and Development in the Greenbelt

Impact on Green Belt Openness and the purposes of the Green Belt

Impact on the Visual Amenities of the Green Belt and the Area of Special Character

Residential Amenity and Accessibility

Traffic, Parking and Drainage

Impacts on Trees and Biodiversity

Sustainability

Equalities and Human Rights

S17 Crime & Disorder Act

Consultation Responses

Principle of the Development – Provision of New Educational Facilities and Development in the Greenbelt

Provision of New Educational Facilities

The NPPF sets out policies and principles that local planning authorities should take into account, when both preparing local plans, and determining planning applications. The policies within the NPPF are a material consideration that should be given significant weight. Of particular note within the NPPF is the (much debated) requirement that there is a presumption in favour of sustainable development. Paragraph 6 of the NPPF states that 'The policies in paragraphs 18 – 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system' and paragraph 7 states that economic, social and environmental considerations are the three dimensions of sustainable development.

The National Planning Policy Framework (2012) states at paragraph 72 that 'Local planning authorities should take a proactive, positive and collaborative approach to....development that will widen choice in education'.

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.

The Core Strategy (2012) sets out Harrow's spatial strategy for managing development and growth in the Borough over the plan period from 2009 to 2026. The strategy provides a positive plan for ensuring that the Borough's housing, employment, infrastructure and other needs are met over the plan period in a way that contributes to achieving sustainable development. The Site Allocations Local Plan was adopted in 2013 after the Core Strategy. It seeks to allocate sufficient, previously-developed sites to accommodate the development needs of the Borough outside of the Harrow and Wealdstone Intensification Area. It amends a number of designations that are set out in the Core Strategy, including the designation at Harrow College. The Site Allocations Local Plan designates Harrow College (Brookshill) as one of two strategic previously developed sites in the Green Belt and allocates it for 'education, training and related uses'. This is the most up-to-date designation for the site. On this basis, the Development Plan contains a desire to secure the educational use on this site.

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. As discussed at a later stage in this report, the proposal would result in the provision of permanent educational facilities with a high standard of design and layout and would provide much needed facilities within the existing community. This report also concludes that the proposal would not have a detrimental impact on residential amenity of neighbouring occupiers or on highway safety. On the basis of the above policy guidance, the current proposal to provide a new building for educational purposes is considered to be acceptable in principle.

Development in the Greenbelt

Harrow College is located within the Green Belt. The National Planning Policy Framework (2012) consolidates previous National Planning Policy Statements and Guidance, including Planning Policy Guidance 2 'Green Belts'. Paragraphs 79 – 92 of the NPPF provide policy guidance in relation to 'Protecting Green Belt Land', stating that the fundamental aim is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence. Policy 7.16 of the London Plan supports the aim of the NPPF and states that 'the strongest protection should be given to London's Green Belt....Inappropriate development should be refused except in very special circumstances.' This is further supported by Policy CS1.F of Harrow's Core Strategy which seeks to safeguard the quantity and quality of the Green Belt from inappropriate or insensitive development.

Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF goes on to inform the determination of whether any particular development in the Green Belt is appropriate or not, by stating in paragraph 89 that 'a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt'. It does however set out six exceptions to this, including:

'limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding

temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.’ (bullet point 6 of paragraph 89)

Harrow College is a strategic previously developed site in the Green Belt, and the current proposal is for the partial redevelopment of this site. This paragraph of the NPPF is therefore relevant to the assessment of the current proposal. Officers consider that the proposal for partial redevelopment of the site to provide educational facilities is supported by the adopted development plan, subject to there being no conflict with Green Belt policy (this is discussed in sections 2 and 3 of this appraisal).

Further to this, part C of Policy DM 16 relating to the openness of the Green Belt requires proposals for partial infilling or redevelopment of previously developed sites within the Green Belt to be put forward in the context of a comprehensive long term plan for the site as a whole.

In order to address this policy requirement, the applicant has provided a draft Legal Agreement which legally obliges them to submit a draft masterplan to the Council for the Harrow College campus by 31st December 2014. The Legal Agreement states that ‘the masterplan must explain the estate strategy and development aspirations of the college for this Brookshill campus, along with the parameters for the future development of the site, including areas suitable for development and maximum building parameters’. Importantly, the masterplan would relate to the red line boundary shown on the Site Allocations Local Plan. It is considered that this Legal Agreement would therefore secure ‘a comprehensive long term plan for the site as a whole’ as required by part C of Policy DM 16.

Impact on Green Belt Openness and the Purposes of the Green Belt

In order for the current proposal to be considered as an appropriate development in the Green Belt, the NPPF (under bullet point 6 of paragraph 89) requires two criteria to be satisfied;

- (i) The partial redevelopment of the site must have no greater impact on the openness of the Green Belt than the existing situation;
- (ii) The partial redevelopment of the site must have no greater impact on the purpose of including land within Green Belt than the existing situation;

§ Impact on Green Belt openness:

Unlike PPG 2, the NPPF does not give specific guidance on how to assess impacts on Green Belt openness. The London Plan is also silent on this matter. However, at local level, section A of Policy DM16 of Harrow’s Development Management Policies Local Plan requires the assessment of Green Belt openness to have regard to:

- a. the height of existing buildings on the site;
- b. the proportion of the site that is already developed;
- c. the footprint, distribution and character of existing buildings on the site; and
- d. the relationship of the proposal with any development on the site that is to be retained.

In light of these policy requirements, it is considered that an appropriate starting point for an assessment of Green Belt openness are the existing site circumstances.

The Harrow College site is located within the Harrow Weald Ridge Area of Special Character, defined by policy DM6 of the Development Management Policies Local Plan (2013). The Harrow Weald Ridge provides an elevated horizon of tree cover and open

countryside which spans across the north of the Borough. Although there are dispersed developments across the Area of Special Character, the area as a whole tends to be viewed as a continuous wooded ridge.

The wider Harrow College site (outlined in blue) has a varied character. The northern-most part of the site is predominantly undeveloped land and the southern-most part of the site is occupied by a range of educational buildings of varying heights and sizes and car parking. Having regard to this varied character, the extent to which openness is perceived across this wider site depends on location.

The site (outlined in red) that is the subject of this planning application is nestled at the rear of the southern part of the site and at the rear of educational buildings. It is partially developed by existing buildings and structures. Views and vistas into and out of the site are entirely “internal” and are dominated by a range of educational buildings, associated paraphernalia and mature trees and vegetation.

The current application proposes to demolish the northern block of the existing two-storey Gaskell Building and to construct a new detached single storey building with photovoltaics on the roof. New boundary treatment and external alterations are also proposed. The built footprint on the site would be increased by approximately 610sqm. as a result of this proposal. Notwithstanding this, it is considered that judging impacts on Green Belt openness involves more than a mathematical exercise of comparing existing and proposed footprints.

The proposed building would be sited towards the eastern site boundary. Whilst part of it would be concentrated on the footprint of the existing Gaskell building (to be demolished), part of it would also be sited on undeveloped land and this would result in a substantial change to this undeveloped part of the site. However, the building would be sited close to existing buildings (LRC building and the retained Gaskell building) resulting in a compact cluster of development that would be surrounded by mature trees. This ‘consolidated’ development is considered to be an appropriate design response to site circumstances. Furthermore, the proposed building would have a height of 4.9m (reduced from an original height of 5.88m) and this would be lower than the height of the Gaskell building to be retained (5.5m) and the adjacent LRC building. The proposed building would be sited on what is arguably the least visible part of the overall Harrow College site due to:

- its location at the rear of the campus, it being one of the lowest parts of the campus
- the presence of buildings and mature trees on the campus and particularly along the eastern site boundary, which generally screen it from neighbouring sites.

There is no doubt that the proposal would result in a change in the perception of Green Belt openness. However, having particular regard to site circumstances, the height of existing buildings to be demolished, the proportion of the site that is already developed, the footprint, distribution and character of existing buildings across this site and the relationship of the proposed development with development to be retained (as discussed above), it is considered on balance that the proposal would not impact on the openness of the Green Belt.

§ Purposes of the Green Belt:

Paragraph 80 of the NPPF states that the Green Belt serves five purposes and these are set out in the form of bullet points. In order to consider if the current proposal would impact on the purposes of including the application site within the Green Belt, it is

therefore necessary to consider the proposal in the context of each of these bullet points.

- 1) **To check the unrestricted sprawl of large built-up areas:** The site (outlined in red) abuts the shared boundary with Bentley Old Vicarage Nature Reserve, an area of mature trees and vegetation. There is therefore no physical connection between the application site and any large built-up areas. The proposal would not therefore lead to unrestricted sprawl of large built-up areas.
- 2) **To prevent neighbouring towns merging into one another:** Similarly, the lack of connection between the application site and the above-mentioned centres prevent this from happening. The proposal would not therefore exacerbate the merging of neighbouring towns into one another.
- 3) **To assist in safeguarding the countryside from encroachment:** The site is a recognised strategic previously developed site in the Green Belt. Some encroachment is long-established through the use of the site for educational purposes.
- 4) **To preserve the setting and special character of historic towns:** This is not relevant to the circumstances of this site.
- 5) **To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:** The site contains an untidy 'sprawl' of buildings, internal roads, hardstanding and carparking across the southern part of the site. These structures and features are disruptive to Green Belt openness and do cause harm. It is considered that the 'comprehensive long term plan' that has been submitted (and as discussed later in the report) would improve the existing situation.

It is considered that the current proposal would comply with paragraph 80 of the NPPF in relation to the five purposes of the Green Belt.

Very Special Circumstances

Paragraph 88 of the NPPF states that '*When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations*'. This is supported by policy DM16 of the Development Management Policies Local Plan which states that proposals for inappropriate development which would harm the Green Belt will be refused in the absence of clearly demonstrated very special circumstances.

Acknowledging that the matter of Green Belt openness is a subjective matter, the applicant has put forward an argument that 'Very special circumstances' (VSC) exist to justify the development should it be concluded that the development would impact on Green Belt openness and / or the purposes of the Green Belt, and is therefore inappropriate development in the Green Belt. This 'Very Special Circumstance' relates to the overall educational need for the scheme.

The demand for facilities within the Borough to cater for Special Educational Needs (SEN) has risen. This is due to the rise in the overall population of the Borough; an increase in premature baby survival rate; and the increasing number of children with significant learning difficulties moving into the Borough. The proposed building at Harrow College for learners with Learning Difficulties and / or Disabilities (LLDD) is integrated

into the Council's Schools Expansion Programme, which aims to secure additional school places for children, including those with special educational needs. This Schools Expansion Programme would increase the choice and number of school places for primary and secondary school pupils with moderate learning difficulties and autism at mainstream schools. However, there is not currently sufficient space within the Borough at College level for these learners when they leave secondary education, and many are sent out of the Borough. This is costly situation for the Council and many learners face long daily commutes. The proposed building seeks to cater for this unmet demand.

The number of learners and the complexity of their needs would be much greater than the College currently provides. For this reason, a new building is proposed. The design of the proposed building has been carefully considered:

- § It would integrate into the main college campus whilst being self-contained
- § It would be contained on one level
- § The building would be zoned to accommodate the unique requirements of learners with severe autism
- § The size of the building would facilitate not only learners but also the high ratio of staff required by these learners
- § A learner with autism requires a far greater amount of space than what is usual

The layout of the proposed building has also been carefully considered:

- § Guidance from the Autism Society titled 'Architecture and Autism' was used to carry out an options appraisal across the site.
- § The majority of other locations within Harrow College were discounted as they were considered to be too noisy, overlooked or 'busy'.
- § The 'green' and quiet environment of the application site was considered to be appropriate

It is considered that the above 'overall educational needs' would amount to the "Very Special Circumstances", as required by the NPPF to justify inappropriate development.

Conclusion

On the basis of the above assessment, it is considered that the proposal would not result in an unacceptable adverse impact upon either the purposes or openness of this part of London's Metropolitan green belt, and thereby complies with the National Planning Policy Framework (2012), policy 7.16 of the London Plan (2011), Policy CS1.F of Harrow's Core Strategy (2012) and Policy DM16 of Harrow's Development Management Policies Local Plan (2013). The applicant has put forward an argument that 'Very special circumstances' (VSC) exist to justify the development should Committee Members disagree with this view. Officers consider that the 'overall educational need' as discussed above is capable of amounting to "very special circumstances" required by the NPPF to justify inappropriate development.

Impact on the Visual Amenities of the Green Belt and the Area of Special Character

The NPPF states (paragraph 64) that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'. 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. Core Strategy policy CS1.B states that 'all development shall respond positively to the local and historic context in terms of design, siting, density and spacing,

reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design'. Policy DM1 of Harrow's the Development Management Policies Local Plan requires all development proposals to achieve a high standard of design and layout.

Core Strategy policy CS1.F states that 'The quantity and quality of the Green Belt, Metropolitan Open Land, and existing open space shall not be eroded by inappropriate uses or insensitive development'. Section B of Policy DM1 of Harrow's Development Management Policies Local Plan requires all proposals for the redevelopment or infilling of previously-developed sites in the Green Belt to have regard to the visual amenity and character of the Green Belt. Policy 6 of this Local Plan seeks to protect Area's of Special Character from inappropriate development.

At present, views towards the site outlined in red are generally limited to glimpsed views due to mature trees, dense vegetation (particularly along the eastern site boundary) and the existing built environment. It is acknowledged that five trees are proposed for removal and four of these are sited towards the eastern site boundary. Part of the tree group G1 would also be removed. All of the trees proposed for removal are of low amenity value, according to the submitted arboricultural report. The vast majority of trees in the immediate vicinity of the proposed building would be retained. Following amendments to the original scheme, the proposed building has been set further away from the protected trees sited to the north and these trees would not be significantly impacted upon as a result of the revised scheme. On this basis, it is considered that the loss of trees proposed under the current application would not give rise to detrimental impacts on the visual amenities of the Green Belt.

Part of the proposed building would be sited on the same footprint as the northern part of the existing Gaskell building. Having regard to this, the proposed building height (no higher than existing buildings near by), the presence of vegetation and mature trees within the immediate vicinity of the proposed building and the limited opportunities for publicly accessible viewing points in this area, it is unlikely that the proposed building would have an undue impact upon the visual amenities of the Green Belt. In addition to this, it is considered that the proposed building would be of high quality design and would respond in an appropriate way to the retained campus. The proposed landscape scheme would assist to integrate the development into the landscape, and the Council's Landscape Officer has not raised any objections to the proposal. To this end, it is likely that the limited glimpsed views towards the site would be positive, particularly as it would replace part of the aged and derelict Gaskell building. Given the presence of buildings between the site outlined in red and the Locally Listed Building, the proposal would not give rise to any undue impacts on this heritage asset.

As stated in section 1, the Harrow College site is located within the Harrow Weald Ridge Area of Special Character, defined by policy DM6 of the Development Management Policies Local Plan (2013). The Harrow Weald Ridge provides an elevated horizon of tree cover and open countryside which spans across the north of the Borough. Although there are dispersed developments across the Area of Special Character, it tends to be viewed as a continuous wooded ridge. Notwithstanding the proposed removal of five trees and part of tree group G1 from the site, the impact of this is unlikely to be significant owing to the proposed retention of the majority of trees on the site and also the extent of tree cover in the surrounding area. The massing and bulk of the proposed development would be concealed by trees and by the natural topography of the surrounding land. It is considered that the changes to the landscape would not erode the fundamental qualities

of the Harrow Weald Ridge Area of Special Character or the visual amenities of the Green Belt.

Having regard to the requirements of the NPPF and the up-to-date Development Plan, it is considered that the proposed development would successfully integrate with the character of the site. It is considered that the scheme would not unduly impact on the visual amenities of the Green Belt, the special features of the Harrow Weald Ridge Area of Special Character, nearby protected trees or nearby trees of significant amenity value

Residential Amenity and Accessibility

Policy DM 1 of the Development Management Policies DPD states that:

‘All development and change of use proposals must achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development, will be resisted.

The proposed building would be sited within a college campus. Although there are a number of neighbouring properties which abut the boundaries of Harrow College, the only property that abuts the site outlined in red is Bentley Old Vicarage Nature Reserve. This Nature Reserve is located beyond the eastern site boundary and is an area of woodland with no buildings on it.

Given the proposed separation distance between the location of the new building and residential properties, it is considered that the proposal would not give rise to an undue impact on the amenity of the occupiers of any of these properties.

In terms of accessibility, the proposal would be consistent with policies 3.8, 7.1 and 7.2 of The London Plan (2011), policies DM1 and DM2 of the Development Management Policies Local Plan and the Council’s adopted Supplementary Planning Document: Access For All (2006), which require all new developments to be fully accessible and inclusive to all.

Traffic, Parking and Drainage

The London Plan, the adopted Core Strategy and the Development Management Policies Local Plan encourage and advocate sustainable modes of travel and requires that each development should be assessed on its respective merits and requirements. Policy DM43 of the Development Management Policies Local Plan states that ‘Proposals that fail to satisfactorily mitigate the transport impacts of development will be resisted’.

The applicant has submitted a Transport Statement for consideration. This advises that the proposal would result in an additional 45 student spaces at the site. It further advises that site access and egress would remain unaltered as a result of the current proposal. The application proposes to use the existing carparks and there are no alterations proposed to these carparks. Sixteen secure cycle spaces are proposed and six motor cycle spaces are proposed. Refuse collection and servicing on the campus will remain unaltered. A Travel Plan has also been submitted for consideration.

The subject planning application has been referred to the Highways Authority who have advised that the moderate increase in floor space would not result in a substantive increase in activity and associated car parking demand. Furthermore, there is no defined car parking standard for a D1 uses. In this context, the proposal not to increase on-site

parking is considered acceptable, particularly when considered in line with the promotion of sustainable travel modes which are set out in submitted travel plan. The existing parking and access road layout is considered acceptable and the proposal would therefore be acceptable in this regard. On this basis, the Highways Authority have not raised any objections to this aspect of the proposal.

The Highways Authority have however raised concerns in relation to the adequacy of the submitted Demolition Management Plan and Method Statement, advising that it does not address 'wheel washing' or matters relating to the construction phase of the development. These matters are important to minimise disruption to the local public realm and the internal operation of the college. On this basis, a condition is suggested to address this issue.

Policy 5.2.B of The London Plan (2011) requires all new development proposals to demonstrate that sustainable design standards are integral to the proposal and to ensure that they are considered at the beginning of the process. Policy DM12 of the Development Management Policies Local Plan supports this policy. The application site is not located within a flood zone. The current application has been referred to the Council's Drainage Engineer who raises no objections to the current proposals, subject a number of conditions requiring details to be submitted and approved in writing by the Council prior to the construction of any building on site.

Impacts on Trees and Biodiversity

Policy 7.21 of The London Plan seeks to ensure that existing trees are retained and any loss as a result of development should be replaced following the principle of 'right place, right tree'.

As discussed earlier in the report, five individual trees and part of the tree group G1 are proposed for removal. All of the trees proposed for removal are of low amenity value, according to the submitted arboricultural report. The vast majority of trees in the immediate vicinity of the proposed building would be retained. Following amendments to the original scheme, the proposed building has been set further away from the protected trees sited to the north and the submitted arboricultural report confirms that these trees would not be significantly impacted upon as a result of the revised scheme. The Arboricultural report has been updated to reflect the revised scheme and this has been considered by the Council's Tree Officer, who raises no objections subject to appropriate planning conditions relating to the submission of detailed construction works close to the retained trees; revised details of the 'temporary site construction building', revised tree protection measures for retained trees and long-term management of retained trees.

Policy 7.19.C of the London Plan requires development proposals to make a positive contribution to the protection, enhancement, creation and management of biodiversity, wherever possible. Policy CS1 of the Harrow Core Strategy seeks to safeguard ecological interests and, wherever possible, provide for their enhancement. Policies DM20 and DM21 of the Development Management Policies DPD seek the protection and enhancement respectively of biodiversity and access to nature. The application site (outlined in red) is not subject to any statutory or non-statutory nature conservation designations. However, a Site of Nature Conservation Importance lies immediately east of the eastern site boundary.

An Ecological Appraisal has been submitted for consideration. This includes suggested measures for habitat creation and species enhancement, including the incorporation of

bat boxes within the building. The Council's Biodiversity Officer has also advised that bird bricks/boxes (for species such as song thrush, house sparrow, swift, starling and spotted flycatcher) should be incorporated into suitable trees in accordance with The London Biodiversity Action.

The Ecological Appraisal concludes that a reptile survey may be required on site before demolition and construction works begin. The Council's Biodiversity Officer has advised that reptiles are a protected species and that an alternative to this survey would be a condition to ensure that a suitably qualified ecologist is on site to monitor the presence of reptiles prior to and during demolition. A further condition is required to ensure that a 'destructive search' of suitable habitats is undertaken. This would ensure that any reptiles found on site would be removed and translocated to a suitable site.

Subject to these conditions and the mitigation measures suggested in the Ecological Appraisal being carried out, the Council's Biodiversity Officer raises no objections to the proposal as the harmful impacts identified within the report could be overcome.

Sustainability

Policy 5.2.B of The London Plan (2011) requires all new development proposals to demonstrate that sustainable design standards are integral to the proposal and to ensure that they are considered at the beginning of the process. Policy DM12 of the Development Management Policies Local Plan supports this policy.

The applicant has submitted Sustainability and Low and Zero Carbon Technologies Report together with a BRUKL output document for consideration. These supporting documents show that the proposed building would have high sustainability credentials. This would be achieved through the incorporation of a range of design measures including increased natural ventilation, solar shading, photovoltaics and an air source heat pump. Through these measures, a 32% reduction in carbon dioxide emissions would be achieved. This would comply with this above policy guidance and is considered to be acceptable.

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.

Section 149 of the Equalities Act 2010 created the public sector equality duty.

Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups.

The proposed building would provide a fit-for-purpose building for learners with learning difficulties and / or disabilities. This would improve the quality of education facilities within

the Borough, thereby enhancing social inclusion overall.

It is considered that this application would improve equality across the Borough.

1) S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

2) Consultation Responses

Responses to the consultation process have not been received. Responses received from both internal and external consultees have been included in the relevant sections of this appraisal.

CONCLUSION

The proposed building would result in the provision of permanent educational facilities with a high standard of design and layout and would provide much needed facilities within the existing community. Officers consider that the proposed building would not have a greater impact on Green Belt openness than the existing situation and to this end, the proposal would be acceptable in principle. Notwithstanding this conclusion, the applicant has put forward a 'Very Special Circumstance' to justify inappropriate development in the Green Belt for completeness. This relates to 'overall educational need'. Officers are of the opinion that that is capable of amounting to 'Very Special Circumstance' that would justify a departure from Green Belt planning policies. In terms of Green Belt Policy, the proposal is therefore supported.

For these reasons, 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, it is considered that the development is justified in this instance and the 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 development hereby permitted shall be carried out in accordance with the following approved plans and documents: Travel Plan (May 2014), SP(90)03 Rev. 5, Sustainability and Low and Zero Carbon Technologies Report Rev. 0 (12th February 2014), Ecological Appraisal May 2014), EX(90)01 Rev. 7, PL(20)01 Rev. 18, PL(27)01 Rev. 11, SP(90)04 Rev. 5, 1.5 SL, Design and Access Statement including Planning Statement (May 2014 – amended), Transport Statement (May 2014), EX(90)02 Rev.5, SE(20)01 Rev. 10, EL(20)01 Rev. 11, SP(90)07 Rev. 3, Asbestos Demolition Survey, 4 x Unnumbered Vehicle Access Logistics Plans, Arboricultural Survey Report (May 2014), Utilities Statement Planning Report Rev. 1 (12th February 2014), BRUKL output document

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

3 The building hereby permitted shall not be constructed above DPC level until samples of the materials to be used in the construction of the external surfaces of the building

have been 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 appearance and character of the area, and to enhance the appearance of the development in accordance with policies 7.4 and 7.6 of The London Plan 2011 and policy DM1 of the Councils Development Management Policies Local Plan 2013.

4 All planting, seeding or turfing comprised in the approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation of the building, 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 accordance with policies DM1 and DM22 of the Councils Development Management Policies Local Plan 2013.

5 The construction of the building hereby permitted shall not be commenced until details of the construction technique for the proposed retaining wall(s) are submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with these details and shall thereafter be retained.

REASON: To safeguard the trees of significant amenity value and the visual amenity of the Green Belt, in accordance with policies DM22 and DM16 of the Councils Development Management Policies Local Plan 2013.

6 The building hereby permitted shall not be constructed above DPC level until the extent of canopy reduction relating to T18 (oak tree) have been submitted to, and approved in writing by, the local planning authority. The canopy reduction shall be carried out in accordance with the approved details and shall thereafter be maintained.

REASON: To safeguard the trees of significant amenity value and the visual amenity of the Green Belt, in accordance with policies DM22 and DM16 of the Councils Development Management Policies Local Plan 2013.

7 Any excavation and / or installation of underground services within the Root Protection Areas of trees and / or adjacent to tree roots shall be carried out by hand digging and / or with hand tools.

REASON: To safeguard the trees of significant amenity value and the visual amenity of the Green Belt, in accordance with policies DM22 and DM16 of the Councils Development Management Policies Local Plan 2013.

8 A tree and landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all communal landscape areas and trees shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the building. The tree and landscape management plan shall be carried out as approved.

REASON: To safeguard the appearance and character of the area, trees of significant amenity value and the visual amenity of the Green Belt, in accordance with policies DM1, DM22 and DM16 of the Councils Development Management Policies Local Plan 2013.

9 Notwithstanding the details provided in the approved Arboricultural Survey Report, the development hereby approved shall not be commenced until details of tree protection measures for the retained trees on site have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To safeguard the trees of significant amenity value and the visual amenity of the Green Belt, in accordance with policies DM22 and DM16 of the Councils Development Management Policies Local Plan 2013.

10 The development hereby permitted shall not be commenced until the following information has been submitted to and approved in writing by the Local Planning Authority:

- a) revised location for the 'site accommodation building' annotated as 'A' on the submitted 'Logistics Plan'
- b) full details of the 'site accommodation building' annotated as 'A' on the submitted 'Logistics Plan'
- c) a detailed vehicle access plan showing the proximity of the access track to existing trees and their associated tree protection measures.

The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To safeguard the trees of significant amenity value and the visual amenity of the Green Belt, in accordance with policies DM22 and DM16 of the Councils Development Management Policies Local Plan 2013.

11 The building 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 these details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013.

12 The development of the building hereby permitted shall not be commenced until works for the disposal of surface water have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with these 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 policy DM10 of the Councils Development Management Policies Local Plan 2013.

13 The development of the building hereby permitted shall not be commenced until surface water attenuation and storage works have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with these details and shall thereafter be retained.

REASON : To prevent the increased risk of flooding, reduce and mitigate the effects of flood risk in accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013.

14 The development of the building hereby permitted shall not be commenced until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, have been submitted to, and approved by, the local planning authority.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement, in accordance with policies DM1 and DM10 of the Councils Development Management Policies Local Plan 2013.

15 If the development hereby permitted commences during the bird breeding season (March to August) inclusive, trees and buildings within the site shall be examined for nests or signs of breeding birds. Should an active bird's nest be located, the advice of a suitably qualified ecologist shall be sought without delay.

REASON: To safeguard the ecology and biodiversity of the area in accordance with policy DM20 of the Councils Development Management Policies Local Plan 2013.

16 The building hereby permitted shall not be constructed above DPC level until details of bat boxes within the building and bird bricks/boxes within suitable trees have been submitted to and approved in writing by the Local Planning Authority. The details approved shall thereafter be retained.

REASON: To safeguard the ecology and biodiversity of the area in accordance with policy DM21 of the Councils Development Management Policies Local Plan 2013.

17 No clearance or demolition works shall take place on site until a 'destructive search' of possible reptile habitats is undertaken by a suitably qualified ecologist. A suitably qualified ecologist shall remain on site during demolition works to monitor the presence of reptiles on site. Any reptiles found should be removed from site and translocated to a suitable donor site.

REASON: This condition is required to ensure that if reptiles are present then suitable measures are put into place for their protection in accordance with and to conform with policy DM20 of the Councils Development Management Policies Local Plan 2013 and all relevant current legislation.

18 Notwithstanding the details that have been submitted, no development shall take place, including any works of demolition, until a Construction Method and Logistics Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. measures to control the emission of dust and dirt during construction
- v. a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the adjoining properties or highway safety, in accordance with policies DM1 and DM45 of the Councils Development Management Policies Local Plan 2013.

19 The building hereby permitted shall not be open to the public (including school pupils) outside the hours of 8:00 – 18:00 Monday to Friday unless otherwise approved in writing by the Local Planning Authority.

REASON: To safeguard the amenities of the neighbouring occupiers in accordance with policy DM1 of the Councils Development Management Policies Local Plan 2013.

20 The building hereby permitted shall only be used for the purpose specified in the application 'Educational Use' and for no other purpose, including any other purpose in Class D of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification).

REASON: To safeguard the purposes of the Green Belt, in accordance with policy DM16 of the 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
- 5.12 – Flood risk management
- 5.13 – Sustainable Drainage
- 6.3 – Assessing effects of development on transport capacity
- 6.9 – Cycling
- 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
- 7.16 – Green Belt
- 7.19 – Biodiversity and Access to Nature
- 7.21 – Trees and Woodlands

The Harrow Core Strategy 2012

- CS1 – Overarching Policy
- CS7 – Stanmore & Harrow Weald

Development Management Policies Local Plan (2013)

- DM1 Achieving a High Standard of Development
- DM6 Areas of Special Character
- DM7 Heritage Assets
- DM9 Managing Flood Risk
- DM10 On Site Water Management and Surface Water Attenuation
- DM12 Sustainable Design and Layout
- DM16 Maintaining the Openness of the Green Belt and Metropolitan Open Land
- DM20 Protection of Biodiversity and Access to Nature
- DM21 Enhancement of Biodiversity and Access to Nature
- DM22 Trees and Landscaping
- DM43 Transport Assessments and Travel Plans
- DM45 Waste Management
- DM46 New Community, Sport and Education Facilities

2 This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

3 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.

4 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:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

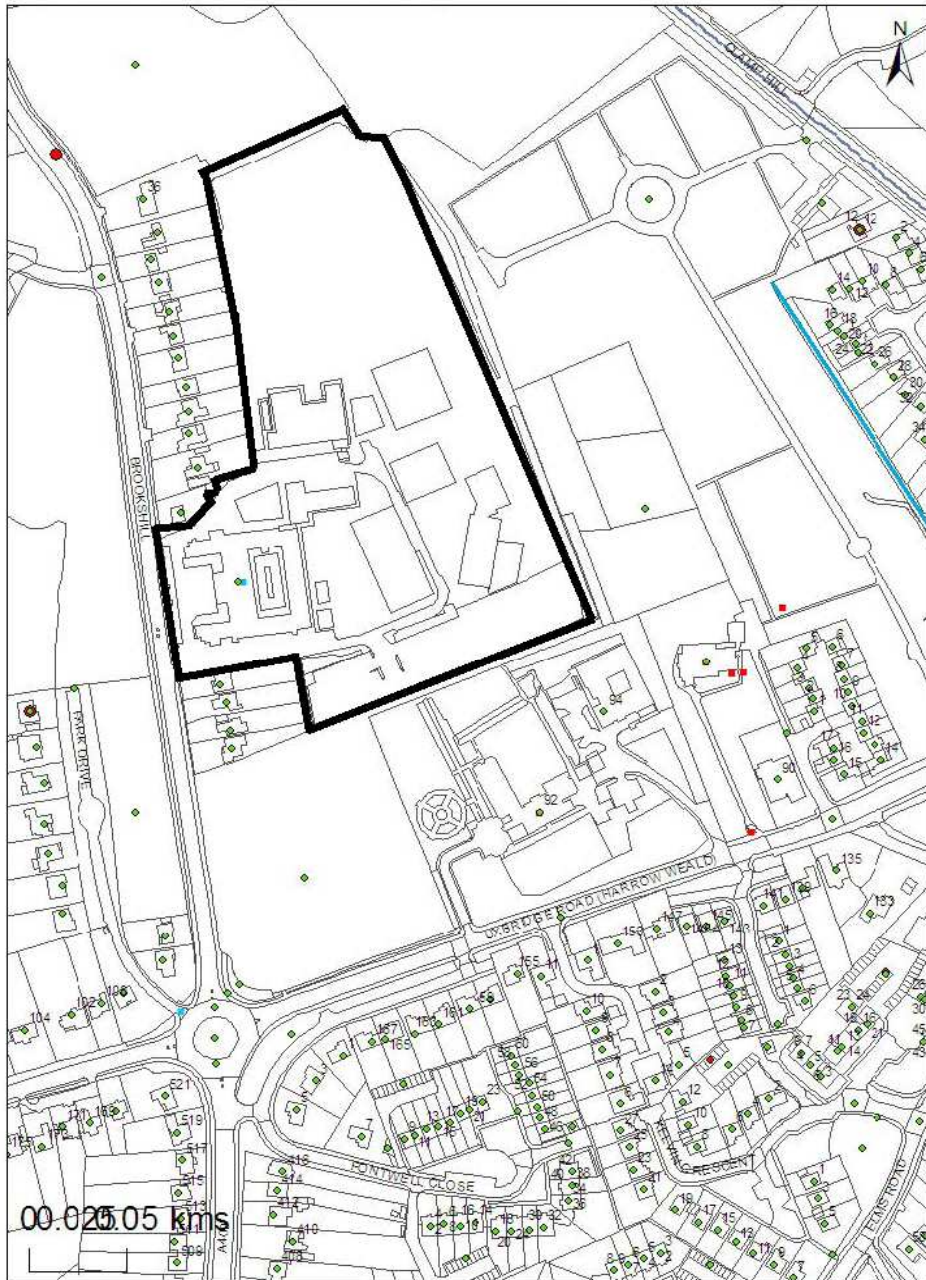
E-mail: communities@twoten.com

5 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.

Plan Nos: Travel Plan (May 2014), SP(90)03 Rev. 5, Sustainability and Low and Zero Carbon Technologies Report Rev. 0 (12th February 2014), Ecological Appraisal May 2014), EX(90)01 Rev. 7, PL(20)01 Rev. 18, PL(27)01 Rev. 11, SP(90)04 Rev. 5, 1.5 SL, Design and Access Statement including Planning Statement (May 2014 – amended), Transport Statement (May 2014), EX(90)02 Rev.5, SE(20)01 Rev. 10, EL(20)01 Rev. 11, SP(90)07 Rev. 3, Asbestos Demolition Survey, 4 x Unnumbered Vehicle Access Logistics Plans, Arboricultural Survey Report (May 2014), Utilities Statement Planning Report Rev. 1 (12th February 2014), BRUKL output document

HARROW COLLEGE, BROOKSHILL, HARROW WEALD



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SECTION 3 - OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

None.

SECTION 4 - CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

None.

SECTION 5 - PRIOR APPROVAL APPLICATIONS

None.