

SECTION 1 – MAJOR APPLICATIONS

Item No: 1/01

Address: KENMORE PARK INFANT, JUNIOR AND NURSERY SCHOOL,
MOORHOUSE ROAD, HARROW

Reference: P/1449/14

Description: CONSTRUCTION OF A TWO STOREY LINKED EXTENSION TO THE SOUTH WEST OF THE EXISTING BUILDING WITH AN ATTACHED CANOPY AND ASSOCIATED RAMPS/RAILINGS/STEPS AT GROUND FLOOR AND BALUSTRADES AT ROOF LEVEL; PROVISION OF ADDITIONAL PARKING SPACES; HARD AND SOFT LANDSCAPING AND NEW BOUNDARY TREATMENT; EXTERNAL ALTERATIONS; INVOLVING REMOVAL OF EXISTING HORSIA HUT AND MOBILE BUILDING AND PART DEMOLITION OF EXISTING GROUND FLOOR (IN ASSOCIATION WITH THE EXPANSION OF THE EXISTING 3 FORM ENTRY PRIMARY SCHOOL TO A 4 FORM ENTRY PRIMARY SCHOOL)

Ward: KENTON EAST

Applicant: HARROW COUNCIL

Agent: LOM

Case Officer: NICOLA RANKIN

Expiry Date: 15th JULY 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 Kenmore Park, Infant, Junior and Nursery School, Moorhouse Road, Harrow, HA3 9JA.

INFORMATION

The application is reported to the Planning Committee because the Council is the applicant and landowner and the proposal is a major development and therefore falls outside of category 1(d) of the Council's scheme of delegation.

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 Kenmore Park, Infant, Junior and Nursery School, Moorhouse Road, Harrow, HA3 9JA.

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: 1087sqm

Net additional Floorspace: 347sqm

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 Kenmore Park Schools are in the South East Primary Planning Area. The projections for this area indicate increased demand above the 420 permanent reception places available in September 2013 requiring a further two schools to be permanently expanded by a form of entry. The Kenmore Park 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 Kenmore Park Infant and Junior School located to the north west of Warneford Road and the south of Moorhouse Road on a triangular shaped plot.
- To the west of the site are residential properties located within Cody Close.
- There is one pedestrian entrance from Moorhouse Road and one vehicle and pedestrian entrance at the junction of Moorhouse Road and Warneford Road which provides access to the main car park. There is a turning circle located just inside of this entrance which enables vehicles to enter and exit.
- There is a further pedestrian entrance from Warneford Road for the nursery and also separate pedestrian and vehicle entrances for the children's centre to the south east.
- The school site is level and consists of a mixture of single and two storey buildings which are arranged around an internally courtyard space.
- The external surfaces of the building are comprised of a mixture of brick and render.
- The majority of the site is hard surfaced with some soft landscaping and vegetation to the perimeters of the site. The main hard playground is located to the north west and there is also a further hard play space situated within the internal courtyard.
- The car park is situated adjacent to the northern boundary of the site adjacent to Moorhouse Road. The current car park provides for 36 spaces.
- There is a prefabricated single storey mobile building and single storey horsa hut situated in the south western side of the site.
- The site is secure with fencing along the side boundaries.

Proposal Details

- The application proposes construction of a two storey linked extension to the south west of the existing building with an attached canopy and associated ramps/railings and balustrades at roof level; provision of additional parking spaces; hard and soft landscaping and new boundary treatment; external alterations; involving removal of existing horsa hut and mobile building and part demolition of existing ground and first floor (in association with the expansion of the existing 3 form entry primary school to a 4 form entry primary school).
- The building (including link element) would have a maximum width of 19.2 metres and a maximum depth of 33.6 metres. It would have a flat roof with a maximum height of 8 metres. Angled balustrades are proposed at roof level which would project a further 1.1 metres above the flat roof.
- The ground floor of the two storey block would contain a nursery area, a hall and kitchen together with ancillary WCs cloak rooms and office space. The first floor would contain seven classrooms and a library together with ancillary cloak room storage space.
- The proposed canopy would have a width of 19.2 metres and would project 3 metres from the front south eastern elevation of the building fronting Warneford Road. It would have a flat roof to a height of approximately 4 metres.
- A ramp and associated railings would be installed along the southern elevation. The

ramp would have a width of approximately 3 metres and a height of 1.5 metres. Steps would be constructed along the southern elevation to a height of approximately 0.6 metres.

- It is proposed to provide 17 additional car parking spaces (including 2 disabled bays) in the north eastern corner of the site. This would involve alteration to existing areas of hard and soft landscaping.
- Areas of hard and soft landscaping are proposed around the two storey block, including a new pathway for delivery access to the kitchen.
- The proposals would include the removal of the existing mobile building and horsa hut situated adjacent to Warneford Road. The playground would be extended in this location and re-surfaced with porous tarmac.
- A new double door would be installed on the northern elevation.
- The proposed extensions and other alterations are in association with the expansion of the school from a 3 Form Entry (630 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

EAST/45/95/LA3 removal of three single mobile classrooms and erection of a triple mobile classroom

Granted 04-Apr-1995

P/1710/05 Alterations to side elevation to form new main entrance with canopy over

Granted 12-Sep-2005

P/3980/07/CFU Single storey extension to provide children's centre

Granted 29-Feb-2008

Pre-Application Discussion

- N/A

Applicant Submission Documents

∇ Design and Access Statement (summary)

- Kenmore Park is comprised of separate Infant and Junior Schools, each with their own management and head Teachers, although sharing the same building. Currently the infant school has 270 pupils plus a nursery (26 morning, plus 26 afternoon) and the Junior School has 360 pupils. Therefore, combined the schools have 630 pupils on site plus a nursery, and the proposed total increase is up to 840 pupils with no increase in nursery size.
- The location and layout of the two storey teaching block, minimises the impact on limited existing play space and optimises the link to the main school 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 extension links into the main school building to allow use of existing corridors.
- The whole school site was assessed and the proposed location afforded the most benefits including the following:
 - Direct access at ground and first floor level into the existing building
 - Minimal disruption to, and improvement of, the current internal configuration of the school.
 - Removal of time served buildings from the site.

- Increase in external hard play space and better organisation of Infant and Junior areas to avoid disruption throughout the school day.
 - 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 to establish effective year group clusters.
- ∨ Statement of Community Involvement (summary)
 - Harrow Council have consulted on the primary school expansion programme and held consultation evenings at the schools about the increase in pupil numbers for the schools on 19th September 2013. There were separate meetings for parents and teachers and the wider local community. Additionally the expansions were considered by Cabinet at its meeting at its meeting on 21st November 2013.
 - A community consultation evening was held to consult on building proposals on 22nd January 2014. This was run as a drop in session and the local community were invited to examine plans and discuss proposals with representatives of the School, Council, Framework Contractor and Architect.
 - Most feedback received concerns regarding transport and traffic and this is dealt with in the accompanying report and travel plan.
 - ∨ Drainage Report
 - ∨ Sustainability Statement
 - ∨ Travel Plan
 - ∨ Transport Assessment

Consultations:

Highways Authority: Overall the proposed mitigations for the expansion of Kenmore Park Infant and Junior schools 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.

Landscape Architect: A landscape masterplan should have been submitted with the application, as part of the overall strategy. The proposal is to remove trees from the new car parking area. Consideration needs to be given to retaining the existing trees, T13, Hawthorn, T 14 Goat Willow and T16 Purple leafed Plum, and the existing hedgerow, which would help to screen the parked cars and extended hard surfaced area. The trees and shrubs provide street scene impact, enhance the biodiversity of the area, would screen the parked cars, provide an element of privacy to the site and soften the hard landscape and buildings. Removal of the trees and hedgerow would greatly open the site up and the softening provided by the greenery would be lost.

Conditions are recommended in relation to a detailed landscape masterplan, with hard and soft landscape and planting plan would be required.

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.

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 5 Major Development Expiry: 09.06.2014

Press Advert: Major Development Expiry: 12.06.2014

Notifications

Sent: 118

Replies: 0

Expiry: 28.05.2014

Addresses Consulted

- 60-80 (evens) Moorhouse Road
- 95-141 (odds) Moorhouse Road
- Boothman House, Moorhouse Road
- 54-120 (evens) Warneford Road
- 19-25 (odds) Cody Close
- Kenmore Park Community Centre, Warneford 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 goods schools to opens 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 removal of time served buildings on the site and 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 acceptable 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

The proposed two storey extension block would be visible from Warneford Road. It would be set back from the highway by approximately 15.6 metres and the main front elevation would approximately align with the existing south eastern elevation. There is some mature vegetation along the boundary with Warneford Road which helps to soften the appearance of the existing building so that it is not particularly prominent when viewed from the road. When viewed from Warneford Road, the height of the building would be marginally higher than the existing adjacent block (by approximately 0.3 metres) but it is not thought that this would be discernable from surrounding views. Furthermore, having regard to the set back from the highway and existing vegetation along this boundary, officers consider that the proposed two storey extension block would

not appear unduly prominent or out of place in relation to the existing building. Rather, views from adjacent public spaces and neighbouring residential properties would be seen within the context of the existing school buildings on the site and would not be over prominent or out of keeping and as such would not be detrimental to the character and appearance of the locality and area.

The primary relationship of the proposed two storey extension is with the front elevations of the properties opposite the site on Warneford Road, particularly in relation to No's 94 - 96. The building would be sited approximately 38 metres from the front elevation of the properties directly opposite. 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 classroom block is 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.

As discussed above, the existing building line is respected and in terms of scale, the building would be reflective of the existing adjacent block. The impact on the street scene is minimised through the orientation of the building with the smallest elevation facing towards Warneford Road. Having regard to conclusions within the application supporting Design and Access Statement in relation to building location, officers are satisfied that the height and location 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. As such, in officers, the proposed two storey extension would not unduly impact on outlook for the closest neighbouring occupiers along Warneford Road.

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. A condition is therefore recommended in respect of materials to ensure the extension would harmonise with the appearance of the existing school buildings.

Although the proposed windows on the extension would be larger than the adjacent windows on the existing building, the design and access statement highlights that this design approach has been driven by the need for natural ventilation and energy efficiency. As such, it is proposed to finish the windows in dark grey in order to reduce their visual impact which officers consider to be acceptable.

The proposed canopy on the front elevation of the building would align with and would have a similar appearance to the existing adjacent canopy and officers therefore considered this element to be acceptable in terms of character and appearance. The other proposed external alterations including associated ramps, railings and steps, new car park area and associated hard and soft landscape works 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. As outlined above the principal relationship would be with the properties directly opposite along Warneford Road (No.'s 94-96). However, this relationship is not considered to be materially different to that of the existing school building. The impact of the building would be buffered by the presence of mature planting along this boundary and its set back from the highway. The main massing and bulk of the building would be oriented towards the school playground.

The building would be sited approximately 56 metres at its closest point from the rear elevation of the properties in Cody Close to the west of the site and some 58 metres from the closest properties along Moorhouse Road to the north west. It is deemed by officers that these distances are sufficient to ensure that there would be no undue impact on the residential amenities of these occupiers in terms of loss of outlook, loss of light and overshadowing and overlooking.

The main classroom windows would face towards the school playground which would be angled away from the properties in Cody Close. The windows proposed on the front elevation, although larger than the adjacent windows, would be sited a minimum of 38 metres from the properties opposite and would not be significantly different to the impact of the windows on the existing building and would therefore not result in any undue loss of privacy. The application is 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. 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

Vehicle Access and Traffic

There are no proposed changes to site access for either vehicles or pedestrians. Currently there are 31 car parking spaces (including 3 informal parking spaces adjacent to the turning circle within the site) situated adjacent to the northern boundary. A further 17 additional spaces are proposed in the northern eastern corner of the site adjacent to Warneford Road. This would involve the loss of the existing 3 informal spaces, result in an overall net gain of 14 spaces. Given the location of the spaces adjacent to the highway, officers consider that the additional vehicle movements within the site would not give rise to unreasonable detrimental impacts in terms of noise and disturbance, particularly as the use of the site as a school predominantly between the hours of 9am to 5pm.

Community Use of Facilities

The school is intended primarily for primary education; however, it is proposed to use the dining hall in the new building for community activities. Use of the building by the local community outside of school hours would be supported by Local Plan policy. If the community facilities were to be expanded in the future it would require careful management by the school and its governing body to ensure that it would not give rise to significant adverse impact upon neighbours. Expansion to the current school lettings policy would have the potential to give rise to additional vehicular trips and noise and disturbance in the evenings. In order to negate this potential future impact, particularly during the evening and at weekends, when residents might expect to enjoy the lower ambient noise levels, a condition is recommended to be added to any permission restricting the hours of use of the building.

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. 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.

Kenmore Park Schools comprises nursery, infant and junior schools on the same site. The area surrounding the school is predominantly residential, with the closest amenities and bus stops near the roundabout of Streatfield Road and Honeypot Lane. The site is bounded by Moorhouse Road, Waghorn Road and Warneford Road which are all two way roads with a variety of parking restrictions and speed control measures. Moorhouse Road is closed to vehicles to the east of Warneford Road, so there is no vehicle access through to Charlton Road.

The infant and junior schools have staggered home-times, of 3.20pm (infant) and 3.30pm (junior). Pedestrian access to the school is available on Moorhouse Road and Warneford Road. The access on Moorhouse Road is shared between the infant and junior schools and is marked with "school keep clear" zig-zag restrictions. The pavement appears wide enough even at peak times. Parents use this access point to enter the school grounds and wait in the playground for children to leave school.

There are two separate entrances on Warneford Road; one is an electronically timed gate for sole use of the nursery school, the other is a shared infant/junior gate. This area is protected by "school keep clear" zig-zag restrictions and the TA observed that the width of the pavement appeared adequate during pick up / drop off times.

The main reception entrance is located on Warneford Road, close to the junction with Moorhouse Road, and is used by parents and pupils in the morning and afternoon. The entrance does not have any "school keep clear" zig-zag markings and there are no formal crossing points on any of the roads in the immediate vicinity of the school.

Kenmore Park Schools share a single staff car parking area which is located in the north east corner of the school site and accessed from a vehicle-only gateway on the junction of Moorhouse Road and Warneford Road. The car park has 31 spaces within the site with the only reserved spaces are for the headteachers. The car park is regularly over-capacity with examples of double parking and parking away from marked spaces. Teachers who cannot park in the car park use the unrestricted on-street parking on Warneford Road and Moorhouse Road. The lack of on-site capacity is despite the school self funding an extension to the car park in recent years, which provided several additional spaces by surfacing over an unused grassed area.

The staff car park also serves as the access point for deliveries and emergency vehicles. There is an additional emergency vehicle access point at the western end of the school on Moorhouse road. Most delivery companies are made aware of congestion during the school day so schedule early or late deliveries. Bins are collected from a designated area on Warneford Road. Moorhouse Road, Warneford Road and Waghorn Road are located within a 20 mph zone and all have traffic calming in the form of speed cushions and raised tables.

Transport impact and proposed mitigations

The hands up survey with school children has indicated that the existing transport modal split shows that the majority of pupils walk to school (55%). Dependency on the car is therefore quite low overall. The Public transport accessibility level is low accounting for the low level of public transport use.

Parking observations in the area surrounding Kenmore Park School suggest significant issues during the peak school period. The parts of Moorhouse Road and Warneford Road closest to the school gates are heavily occupied by residential/school employee vehicles before the afternoon departure peak. The TA observed that parents arrived to wait on these roads up to 15 minutes before school closing.

Moorhouse Road narrows east to west. Parking is prohibited adjacent to the school site, though in the peak period over ten vehicles at a time were observed parking on SYL and zig-zag markings. All the vehicles parked on the left hand side are parked illegally. During the peak period all available spaces on Moorhouse Road were occupied, with some vehicles parking across residential driveways. As both sides of the carriageway become full with parked cars, the width of the road means that passing in each direction is not possible, nor is pulling into spaces to allow cars to pass. Hence, on more than one occasion the results of TA showed that stand-offs were observed, some of which requiring a number of cars to reverse back until a passing space could be found.

Vehicles were observed using the dead end of Moorhouse Road (accessible from Charlton Road only) which involved vehicles performing three-point-turns in an area heavily utilised by pedestrians.

Warneford Road is a narrow two way road, but parking on one side of the carriageway renders it only wide enough for one vehicle to pass. The majority of Warneford Road was largely occupied with cars that were parked throughout the survey, and so offers little space for parents to wait resulting in vehicles parking across or on private driveways, and on the zig-zag markings outside the school gate. The TA observed that vehicles were observed simply waiting in the middle of the road, effectively blocking it entirely. The conditions of this road seem to discourage many vehicles from using it, preferring instead

to use Moorhouse Road and turn around rather than follow a loop around the school site.

Waghorn Road was observed to have a small number of school-related vehicles parking/waiting. Some junction congestion was observed at Waghorn Road/Moorhouse Road and Moorhouse Road/Kenmore Road as a result of the difficulty in vehicles in opposite directions passing each other.

The roads around the school site are very lightly used by through traffic due to access to Charlton Road being blocked by a fire gate; observations within the TA suggest that local traffic is dominated by residential and school-related movements. Outside of the school pick-up and drop-off periods, general traffic volume is very low.

The flow of traffic on Warneford Road is hindered by the narrow width of the road and parking on one side which results in a carriageway only wide enough for a single vehicle. The flow of traffic on Moorhouse Road is hindered during peak times by vehicles parking on both sides of the road making passing difficult. During the peak school closing period these issues are exacerbated as passing spaces provided by natural gaps in parking such as at dropped kerbs become filled with parents' vehicles, and as such bottlenecks and congestion quickly builds up.

Observations showed that many parents use the eastern end of Moorhouse Road to turn around rather than continue via Warneford Road. Pedestrians have highlighted to the school a safety concern regarding cars mounting the footway in order to pass oncoming traffic on the narrow carriageway of Warneford Road.

The traffic analysis shows that at worst the increase in traffic through the junction of Kenmore Road with Moorhouse Road/Brancker Road will be less than 10% additional to current volumes. This is within the typical daily variation in traffic flows and therefore does not justify detailed modelling. However, the extension of parking impact will inevitably affect the movement of vehicles along the relatively narrow roads in the area.

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

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

Physical measures	Observations
Extend single yellow line waiting restrictions on the school side of Warneford Road for its full length (i.e. not just along side the school), and to one side of the eastern end of Moorhouse Road, and to a stretch of Charlton Road	The introduction of some localised waiting and loading restrictions to improve access and visibility in the area surrounding the school is supported.
Introduce a formal one way system in Warneford Road to	It is recommend that a one way system be implemented in

improve access and reduce congestion.	Warneford Road initially on an experimental basis for up to a period of eighteen months to allow a period of review to assess its impact on congestion and access in the area.
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While it is difficult to accurately quantify the impact of reduced congestion and obstructive parking around the school on the lives of residents in the streets affected, it is clear that concerted effort on all fronts of the package of mitigation measures should improve the situation to a better state than is currently experienced.

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

Therefore the Council’s current enforcement practices for schools will need to be reviewed to ensure that there is a sufficiently frequent enforcement presence either in the form of mobile CCTV vehicles or parking attendants to act as a deterrent. 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. 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 (STP) 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.

The infant school’s current STP is accredited to silver level, whilst the junior school’s STP is not currently accredited. The next level of accreditation after silver is gold which can be achieved by the infant school by demonstrating at least 6% reduction in car use or by

having 90% of pupils traveling sustainably, engaging in more initiatives and activities, including consultation, and demonstrate a high level of innovation in travel activities and an outstanding level of participation in one form of initiative.

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 junior school, with support from Harrow's dedicated School expansion Programme Travel Plan Advisor achieve bronze accreditation in the first accreditation cycle, silver within a further three cycles and gold within a further five cycles. Accordingly, a condition is recommended for ongoing monitoring of the school travel plans 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 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 Streatfield Road, Kenmore Road, Waghorn Road and Warneford Road to enter the site. The trucks are expected to use Warneford Road and Moorhouse Road to 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. However, no details have been provided on the plans in relation to the location and the overall existing and proposed numbers of spaces for infant school. It is noted that the junior school TP shows very limited cycle parking availability which does not currently meet minimum standards. Given there is significant interest in cycling as the preferred mode of travel, officers consider this means of travel should be actively encouraged and that the number of spaces should meet the requirements of The London Plan (2011). Accordingly, a condition would be attached, should approval be granted, requiring full details of proposed cycling and scooter parking facilities in accordance with London Plan standards and that additional spaces should be provided should demand dictate.

Overall the proposed mitigations for the expansion of Kenmore Park Infant and Junior 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 Kenmore Park Infant and Junior 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 Sustainability Assessment which identifies improvements above the baseline energy consumption and CO2 emissions. The report indicates the development can achieve a 40% reduction in carbon dioxide emissions above standard building regulations. 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. 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. As 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. Overheating caused by solar gain is also avoided as the glazing to some classrooms have a north eastern aspect. Classrooms with a south western aspect would have solar control glazing to reduce solar gain. 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 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 result in the loss of some trees and soft landscaping in the north eastern corner of the site. In order to mitigate the loss in this location further tree planting within the site and a soft landscaped habitat area is proposed towards south west corner of the site as a result of additional space from the demolition of the horsa hut. Whilst, it is acknowledged that the need for external hard play space for the expanded school limits opportunities for increasing green space, officer consider there is some potential for additional planting within the site. 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.

Level access will be provided to the building both internally and externally. Corridor widths would all have a minimum width of 1800mm and all doors would have a minimum clearance of 900mm. Disabled WCs are provided in the new extension and two disabled parking space will be provided close to the entrance. The accompanying design and access statement outlines that it would not be possible to resolve all the schools access issues due to changes in levels across the existing buildings. A future location for a lift has been identified within the vicinity of the existing halls as this would allow the majority of the school access across various changes in level from the school reception. 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.”*

“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 majority of the trees on the site can be retained with the exception of three trees to the north eastern boundary of the site in order to facilitate the additional parking area. It is proposed to replace the trees on a one 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 trees 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. On balance, officers consider that the improvement to educational facilities and measures to support the expanded school in this case would outweigh the loss of trees in this location, particularly as the loss can be mitigated to some extent by new soft landscaping.

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 as well as provision of a hard and soft landscape strategy for the site. Accordingly, conditions are 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 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”*.

Kenmore Park School lies in flood zone 1 and therefore has a low risk of fluvial flooding. However, the site does lie within a critical drainage area and as such is at risk from flooding due to surface water. 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 adjacent to the extension block and within the car park area 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.

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

- 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

b: the ground surfacing

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: 1507-5.4-001 DAS.docx; Statement of Community Involvement (dated February 2014); Transport Assessment by Mott MacDonald (March 2014); Document titled: School Expansion Programme 2014-15; 2014 Kenmore Park Infant School Travel Plan (dated 30th March 2014); 2014 Kenmore Park Junior School Travel Plan (dated 30th March 2014); Document titled: Overview of Harrow Councils Primary School Expansion Programme; 1507-PP-02; 1507-PP-03; 1507-PP-04; 1507-PP-05; 1507-PP-06; 1507-PP-07; 1507-PP-08; 1507-PP-09; 1507-PP-10; 1507-PP-11; Document titled: Massing blocks – Demolition; Document titled Massing blocks – proposed extension; Untitled Site Plan – Aerial View; Document titled Kenmore Park School, by Mott MacDonald (dated 26/02/2014); LO1527/DR00 Rev P1; LO1527/DR01 Rev P3; LO1527/DR02 Rev P1; LO1527/DR03 Rev P1; LO1527/DR04 Rev P1; Construction Method, Phasing Plan and Logistics Statement; Document titled SEP2 – Kenmore Park Phase 2 – Draft Programme for Planning Submission Only; 1507-PP-01; Schedule of Proposed Materials –Ref 1507-5.7-001 Mat Schedule; LO1527 – Kenmore Park School – Drainage Strategy; Sustainability Report – Ref: KSc/7111907/JP Rev 02 (dated 1 May 2014); Arboricultural Impact Assessment at Kenmore Park Schools; Untitled document – Drainage Storage Calculations; Letter from Hydro International (dated 28 May 2014); LO1527/DR01 Rev P5

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

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

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

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

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

6 The development hereby permitted, shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment at Kenmore Park Schools, Harrow by A.T Coombes Associates (dated 13th May 2014). This will include that replacement tree planting is provided and that the details are submitted for approval under condition 4 of this permission, arboricultural supervision is undertaken throughout the project and the development shall be 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).

7 The buildings hereby permitted shall not be occupied until details of works for the disposal of surface water, surface water storage and attenuation works and sewage 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 Kenmore Park Infant and Junior 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 polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

9 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).

10 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.

11 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.

12 The buildings hereby permitted shall not be open to the public (including school pupils) outside the hours of 630am – 11pm Monday to Friday and 8am – 6pm at weekends unless otherwise approved in writing by the Local Planning Authority.

REASON: To safeguard the amenities of the neighbouring occupiers in accordance with policy 7.6 of The London Plan 2011.

13 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 Policies Local Plan (2013).

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy:

National Planning Policy Framework (2012)

The London Plan (2011):

3.16 – Protection and Enhancement of Social Infrastructure

3.18 – Education Facilities

5.2 - Minimising carbon dioxide emissions

5.3 – Sustainable design and construction

5.7 – 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

7.21 – 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

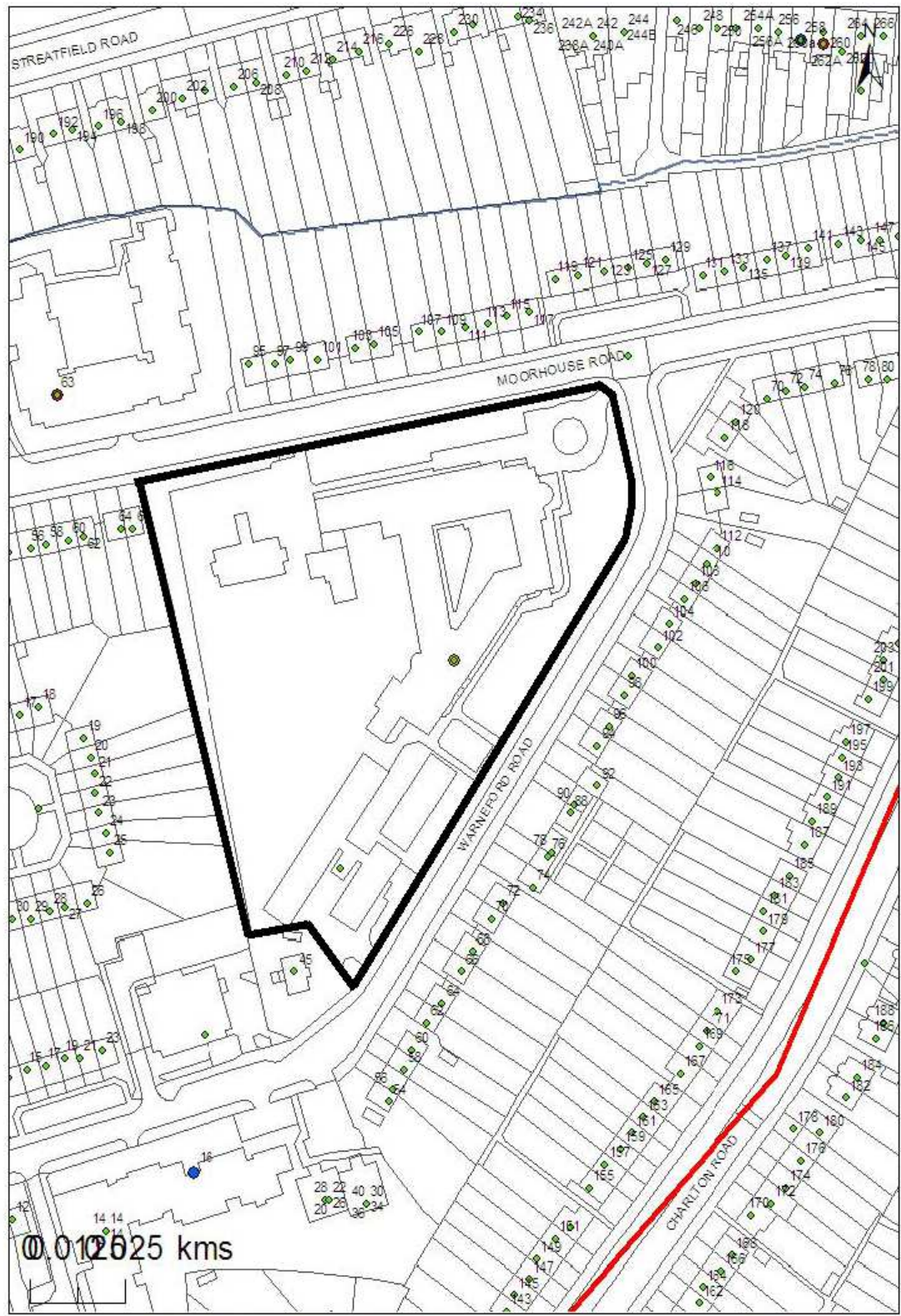
Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

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: 1507-5.4-001 DAS.docx; Statement of Community Involvement (dated February 2014); Transport Assessment by Mott MacDonald (March 2014); Document titled: School Expansion Programme 2014-15; 2014 Kenmore Park Infant School Travel Plan (dated 30th March 2014); 2014 Kenmore Park Junior School Travel Plan (dated 30th March 2014); Document titled: Overview of Harrow Councils Primary School Expansion Programme; 1507-PP-02; 1507-PP-03; 1507-PP-04; 1507-PP-05; 1507-PP-06; 1507-PP-07; 1507-PP-08; 1507-PP-09; 1507-PP-10; 1507-PP-11; Document titled: Massing blocks – Demolition; Document titled Massing blocks – proposed extension; Untitled Site Plan – Aerial View; Document titled Kenmore Park School, by Mott MacDonald (dated 26/02/2014); LO1527/DR00 Rev P1; LO1527/DR01 Rev P3; LO1527/DR02 Rev P1; LO1527/DR03 Rev P1; LO1527/DR04 Rev P1; Construction Method, Phasing Plan and Logistics Statement; Document titled SEP2 – Kenmore Park Phase 2 – Draft Programme for Planning Submission Only; 1507-PP-01; Schedule of Proposed Materials –Ref 1507-5.7-001 Mat Schedule; LO1527 – Kenmore Park School – Drainage Strategy; Sustainability Report – Ref: KSc/7111907/JP Rev 02 (dated 1 May 2014); Arboricultural Impact Assessment at Kenmore Park Schools; Untitled document – Drainage Storage Calculations; Letter from Hydro International (dated 28 May 2014); LO1527/DR01 Rev P5

KENMORE PARK SCHOOL, MOORHOUSE ROAD, HARROW



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Item No: 1/02

Address: ELMGROVE FIRST AND MIDDLE SCHOOL, KENMORE AVENUE, HARROW

Reference: P/1719/14

Description: CONSTRUCTION OF A TWO STOREY LINKED EXTENSION TO THE SOUTH EAST OF THE EXISTING BUILDING; CONSTRUCTION OF SINGLE STOREY EXTENSION WITH ASSOCIATED CANOPY TO SOUTH WEST ELEVATION AND SINGLE STOREY EXTENSION TO WEST ELEVATION OF EXISTING BUILDING; SINGLE STOREY INFILL EXTENSION TO EAST; PROVISION OF KITCHEN EXTRACT DUCT OVER EXISTING FLAT ROOF; PROVISION OF ADDITIONAL PARKING SPACES AND ALTERATION TO PARKING LAYOUT; HARD AND SOFT LANDSCAPING INVOLVING ALTERATION TO HARD AND SOFT PLAY SPACES; EXTERNAL ALTERATIONS; INVOLVING REMOVAL OF TWO EXISTING MOBILE BUILDINGS (IN ASSOCIATION WITH THE EXPANSION OF THE EXISTING 3 FORM ENTRY PRIMARY SCHOOL TO A 4 FORM ENTRY PRIMARY SCHOOL)

Ward: KENTON EAST

Applicant: HARROW COUNCIL

Agent: ADP

Case Officer: NICOLA RANKIN

Expiry Date: 6th AUGUST 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 Elmgrove First and Middle school, Kenmore Avenue, Harrow, HA3 8LU.

INFORMATION

The application is reported to the Planning Committee because the Council is the applicant and landowner and the proposal is a major development and therefore falls outside of category 1(d) of the Council's scheme of delegation.

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 Elmgrove First and Middle school, Kenmore Avenue, Harrow, HA3 8LU.

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: 1052sqm

Net additional Floorspace: n/a

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

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

BACKGROUND

The Harrow School Expansion Programme

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

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

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

Site Description

- Elmgrove First and Middle School lies on the eastern side of Kenmore Avenue.
- The School occupies a flat site, with the school buildings located in the north western corner of the site and is surrounded to the east and south by hard and soft playing fields
- The site is occupied by a series of interlinked single and two-storey blocks.
- The site features a generous area of open space on the eastern side of the site which is classified as a designated open space in the Harrow Local Area Map (2013).
- The southern side of the site abuts Kenton Recreation Ground, an area of Designated Open Space.
- The properties on the western side of Kenmore Avenue and to the north of the school are all residential dwellings.
- Elmgrove School Bungalow is sited in the south-western corner of the site. There is an existing temporary mobile unit situated in both the north western and south eastern corners of the site.
- The main pedestrian accesses are located off Kenmore Avenue, between playgrounds. There is a secondary pedestrian entrance via the car park off Daintry Close/ Martlock Close.
- The main vehicle access point is in the top north corner of Kenmore Avenue into the car park. There is also a secondary, maintenance access further down Kenmore Avenue, behind the Children's Centre, providing access onto the playground.

Proposal Details

- The application proposes construction of a two storey linked extension to the south east of the existing building; construction of single storey extension with associated canopy to south west elevation and single storey extension to west elevation of existing building; single storey infill extension to east; provision of kitchen extract duct over existing flat roof; provision of additional parking spaces and alteration to parking layout; hard and soft landscaping involving alteration to hard and soft play spaces; external alterations; involving removal of two existing mobile buildings (in association with the expansion of the existing 3 form entry primary school to a 4 form entry primary school).
- The main teaching block would have a maximum width of 26.5 metres and a maximum depth of 19.8 metres. The linking element between the existing and proposed building would have a width of 3 metres and depth of 2.75 metres.
- The building would have a flat roof with photovoltaic panels with a maximum height of 7.8 metres.
- The teaching block would provide 8 additional classrooms and associated group teaching spaces.
- The proposed single storey extension to the south west elevation would have a width of 6.9 metres and a depth of approximately 9.2 metres. It would have a flat roof to a height of 3.3 metres. The attached canopy would project a further 4 metres from the extension. The extension would provide an additional reception classroom.
- The extension to the west would have a width of 4.4 metres and depth of 4.1 metres and would provide two additional WCs. It would have a flat roof to a height of 3.25 metres.
- The small internal courtyard area on the eastern side of the building would be enclosed with a flat roof level with the existing roof.
- A kitchen extract fan would be mounted at roof level on the northern side of the building.

- 10 additional parking spaces would be provided in the north eastern corner of the site in place of an existing mobile unit.
- A new multi use games area would be provided on the playing field towards the northern boundary and part of the playing pitch to the south would be altered to astro turf.
- New landscaping would be introduced along the northern boundary and hard landscaping is proposed around the two storey extension.
- The temporary mobile unit in the south eastern corner would be removed from the site.
- The proposed extensions and other alterations are in association with the expansion of the school from a 3 Form Entry (630 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

EAST/97/93/FUL MOBILE CLASSROOM
Granted 20-May 1993

EAST/291/94/LA3 EXTENSION TO EXISTING MOBILE TO PROVIDE NEW CLASSROOM
Granted 20-Jun 1994

P/0018/10 SINGLE STOREY EXTENSION TO WEST OF MAIN BUILDING AND ENTRANCE PORCH ADJACENT TO SCHOOL HALL
Granted 23-Apr-2010

P/1562/10 FOUR OUTDOOR CANOPIES TO PROVIDE FOUR COVERED OUTDOOR PLAY AREAS.
Granted 25-Aug-2010

P/2041/12 ERECTION OF TENSILE MEMBRANE CANOPY ADJACENT TO CLASSROOM BUILDING
Granted 18-Sep-2012

Pre-Application Discussion

- N/A

Applicant Submission Documents

√ Design and Access Statement (summary)

- The proposals for the expansion of Elmgrove Primary School from 3FE to 4FE will make best use of the site to minimise loss of external play area, and to improve internal circulation.
- The kitchen will be brought back into the main building and the temporary mobile unit removed from the site.
- The elevational treatment of the new extensions will follow that of the existing buildings with render, brick piers to articulate the façade and large panels of glazing. There are a variety of window designs within the existing school so new windows have been designed in accordance with daylight and natural ventilation requirements.
- The design responds to the existing building fabric in scale, layout and character. The existing buildings are of CLASP construction with white UPVC panel windows, low level brickwork and white cladding panels. Harrow is currently reconsidering the long

term re-building of the school and the new teaching block has been sited with this and other constraints in mind.

- ∨ Statement of Community Involvement (summary)
- Major Engagement Milestones:
 - 16 September – 18 October; Statutory Consultation Period
 - 20th January 2014: An event to present the expansion and consultation to the community.
 - 13 February 2014: Drop in pre planning exhibition event to discuss expansion and consult with the community.
 - 9 January -6 February: Statutory Proposals published.
- ∨ Drainage Report
- ∨ Sustainability Statement
- ∨ BREEAM Pre Assessment
- ∨ Travel Plan
- ∨ Transport Assessment

Consultations:

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

Environmental Health: The school site is listed on our Contaminated Land Register under the Environmental Protection Act 1990. Whilst it has been remediated as suitable for its current use, soil contamination does remain. Therefore I recommend that the standard contaminated land conditions be applied to any grant of permission.

Also the construction etc. method makes no reference to dealing with contaminated land and waste, which it should do. Strictly no works whatsoever should be allowed until a suitable site investigation report and suitable remediation strategy has been agreed with the Council in writing.

Landscape Architect: The proposal to remove part of the privet hedge to enable construction works is accepted - but this hedge would require replacement. It would appear that the existing pond and ecology area is to be removed and to be replaced with astroturf. The loss of this would seem to be retrograde step and would need to be reconsidered. A detailed landscape master plan, with hard and soft landscape and planting plan would be required by condition.

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.

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 5: Major Development Expiry: 06.06.2014

Press Advert: Major Development Expiry: 12.06.2014

Notifications

Sent: 163

Replies: 0

Expiry: 04.07.2014

Addresses Consulted

- 1-57 (odds) Cullington Close
- 6-60 (evens) Cullington Close
- 1-85 Daintry Close
- 1-11 Martlock Close
- Units 1-5, Central depot – Forward Drive
- 2-6, Kenmore Avenue
- Kenmore Community Hall, Kenmore Avenue

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

Open Space

Contaminated Land

Sustainability

Accessibility

Biodiversity, Trees and Landscaping

Flood Risk and Drainage

S17 Crime & Disorder Act

Consultation Responses

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”

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 removal of time served buildings on the site and 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 acceptable 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

The proposed extensions and alterations would be visible from public viewing points, including the adjacent recreation ground to the south. Nevertheless, Officers consider that the proposed two storey extension block would not appear unduly prominent or out of place in relation to the existing buildings. Rather, views from adjacent public spaces and neighbouring residential properties would be seen within the context of the existing school buildings on the site and would not be over prominent or out of keeping. As such, the proposal would not be detrimental to the character and appearance of the locality and area.

The design and scale of the extension would be reflective of the surrounding school buildings. The proposed two storey teaching block would be set back a minimum distance of 20 metres from the Kenton recreation ground and as such would not appear overly dominant or detract from the openness and visual appearance of the land to the south. The siting and size of the proposed classroom block is 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 location 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. As such, in officer's opinion, the proposed two storey extension would not unduly impact on outlook for the closest neighbouring occupiers along Daintry Close or views from the adjacent public recreation ground.

The elevational treatment of the two storey extension is proposed to follow that of the existing buildings through the use of matching brick and large panels of glazing. A coloured feature wall is proposed which is considered to be appropriate in the primary school context and would liven up the appearance of the building. A condition is therefore recommended in respect of materials to ensure the extension would harmonise with the appearance of the existing school buildings.

Although the proposed windows on the extension would be larger than the adjacent windows on the existing building, there is a variety of windows in the existing school buildings and the design and access statement highlights that this design approach has been driven by the need for natural ventilation and energy efficiency.

The proposed single storey extension to the south west and west elevations would be modest in scale and would harmonise sufficiently with the existing adjacent buildings. The proposed canopy on the front elevation of the south west extension would align with and would have a similar appearance to the existing adjacent canopy and officers therefore considered this element to be acceptable in terms of character and appearance. The other proposed external alterations including, new roof plant, associated new car park area and associated hard and soft landscape works 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 two storey block would largely be buffered by the presence of the existing building and would be located between approximately 46 and 60 metres to the rear garden boundaries of the closest residential dwellings to the north and north east along Martock Close and Daintry Close. It is deemed by officers that these distances are sufficient to ensure that there would be no undue impact on the residential amenities of

these occupiers in terms of loss of outlook, loss of light and overshadowing and overlooking.

The proposed single storey extensions would be modest in terms of scale and size and would not be visible from any of the neighbouring properties and would not therefore result in any adverse impacts.

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

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. Currently there are 43 car parking spaces situated adjacent to the northern boundary. A further 10 additional spaces are proposed in the northern western corner of the site adjacent to the existing building. Given the location of the spaces adjacent to the existing parking spaces and having regard to the modest uplift proposed, officers consider that the additional vehicle movements within the site would not give rise to unreasonable detrimental impacts in terms of noise and disturbance, particularly as the use of the site as a school predominantly between the hours of 9am to 5pm.

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 Polices 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. 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.

Elmgrove School has Nursery, Infant and Junior Schools on the same site. The school is located in a largely residential area near Kenton Recreation Ground. Elmgrove School comprises nursery, infant and junior schools on the same site.

The school has four entrances which are all located on Kenmore Avenue. Kenmore Avenue is a traffic-calmed street with a 20mph speed restriction. The traffic calming is an area scheme with speed tables located nearby on the junctions of Daintry Close with Kenmore Avenue and Cullington Close with Kenmore Avenue.

Kenmore Avenue is a quiet residential road with on-street parking available on both sides apart from the areas protected by double yellow lines (DYLs) around junctions and "school keep clear" zig-zag markings at school entrances. However, most of the residents

have off-street parking arrangements on their front gardens.

Cullington Close and Daintry Close are narrow streets with on-street parking available on either side though again many properties have off-street parking. Traffic levels within the immediate vicinity of the school are low apart from the school drop-off and pick-up periods. The area is not in a controlled parking zone. A children's centre is located on the south side of the main school site.

Pedestrians can enter the school via two entrances, one for access to the school and other to the children's centre. These entrances are not shared with vehicles. Sections of footways near the pedestrian-only entrances are protected with guard rails. There are no dedicated crossing facilities in Kenmore Avenue.

The vehicle access point opposite the roundabout on Kenmore Avenue is only used during school trips and emergencies. Coaches used for school trips can enter the school premises via this entrance to pick-up or to drop-off children. The school does not allow parents to enter the school to drop-off or pick-up children, and therefore the main drop-off/pick-up points for parents are Kenmore Avenue, Cullington Close and Daintry Close.

Outside the morning drop-off and afternoon pick-up periods the expansion of Elmgrove School will have no noticeable impact on traffic conditions. During those periods, while the relative increase in traffic volume is very large on Kenmore Avenue considering the low background traffic, the absolute numbers are still relatively small. Therefore the additional vehicle volume in itself is unlikely to cause any significant problems.

However, the expected increases in illegal and inconsiderate parking will have an impact on the movement of all traffic, including those modest increases due to the school. The traffic analysis shows that at worst the increase in traffic flow through the Christchurch Avenue/Kenmore Avenue junction will be less than 10% of existing flows. This is within the typical daily variation in traffic flows and therefore does not justify detailed modelling.

Transport impact and proposed mitigations

The hands up survey with school children has indicated that the existing transport modal split shows that half of pupils walk to school (50%). Around 30% come by car therefore dependency on the car is quite low overall. The Public transport accessibility level is small accounting for the low level of public transport use.

The results of the Travel Impact Assessment showed that before and after the peak drop-off and pick-up period, the roads around the school were calm and there seemed to be no traffic-related problems. At times during the peak drop-off and pick-up periods the observed roads experienced heavy congestion. This was caused by parents moving slowly along these roads, which were narrowed by parking, both looking for parking places and giving way to parents traveling in the opposite direction.

Because of this traffic, residents living in Kenmore Avenue, Cullington Close and Daintry Close find it difficult to access Christchurch Avenue during these periods, especially during the morning peak hour. However, the capacity of junctions is clearly not a cause of concern during these periods.

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.

However, any increases in numbers walking to school may have a small impact on the number of parents who then travel onward by bus.

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

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

Physical measures	Observations
Extension of waiting restrictions double yellow lines (DYLs) around the whole of the roundabout on Kenmore Avenue to the south of the school, and application of loading restrictions to all sections of DYL if necessary to ensure effective use of enforcement resources	We would support some localised waiting and loading restrictions to improve access and visibility to the school.
Improved crossing facilities at Christchurch Avenue/Kenmore Avenue junction to make the junction safer and more comfortable for pedestrians would encourage walking.	The council looked at this several years ago when the 20 mph zone scheme was introduced and there are no suitable locations for a pedestrian crossing because of vehicle crossovers and bus stops. The existing island close to Forward Drive however was widened.
Progress improvements to the pedestrian tunnel to Elmgrove Road that have already been identified in the 2011 School Travel Plan.	This initiative is supported

While it is difficult to accurately quantify the impact of reduced congestion and obstructive parking around the school on the lives of residents in the streets affected, it is clear that concerted effort on all fronts of the package of mitigation measures should improve the situation to a better state than is currently experienced.

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

into the school.

Therefore the Council's current enforcement practices for schools will need to be reviewed to ensure that there is a sufficiently frequent enforcement presence either in the form of mobile CCTV vehicles or parking attendants to act as a deterrent. 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. In addition it should be noted that the council has recently procured two state of the art enforcement vehicles specifically to improve enforcement around schools.

School Travel Plans

Harrow places a strong emphasis on School Travel Plans (STP) 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 Elmgrove 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 junior school, with support from Harrow's dedicated School expansion Programme Travel Plan Advisor achieve bronze accreditation in the first accreditation cycle, silver within a 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 plans 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 not more than 10 trucks per day will access the site during the peak construction period. It is anticipated that the construction traffic will use Palmerston Road, Oxford Road, Byron Road, Masons Avenue and Kenmore Avenue to enter and exit the construction site. In order to mitigate the impact of construction vehicle movements we would recommend they are restricted during morning and evening peak hours. 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.

Cycle Parking

In terms of bicycle parking, London Plan (2011) standards require 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 21 cycle parking spaces available to staff and pupils which is broadly in line with London Plan Standards (2011) and is considered to be acceptable. 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 Elmgrove First and Middle 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 Elmgrove 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.

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).

Open Space

London plan policy 7.18 sets out that “The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made with the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate. Core policy CS1 F of the Harrow Core Strategy outlines that Harrow’s open spaces will be managed as an interconnected, multifunctional environmental resource that contributes to biodiversity, adaptation to climate change, and to people’s health and well-being. The quantity and quality of existing open space shall not be eroded by inappropriate uses. It goes on to state that *“The reconfiguration of existing open space may be permitted where qualitative improvements and/or improved access can be secured without reducing the quantity of the open space.”*

Policy DM 18 of the Harrow Development Management Policies Local Plan outlines that *“Proposals for ancillary development on land identified as open space will be supported where a – it is necessary or would facilitate the proper functioning of the open space, b – it is ancillary to the use of the open space, c – it would be appropriate in scale and d – it would not detract from the open character of the site or surroundings”.*

The proposed two storey extension would result in the loss of the existing MUGA and some hard surface play area. As such, it is proposed to re-provide a similar sized MUGA on the playing pitch and enlarge the area of existing astro turf which adjoins the main hard playground in order to compensate for the loss and provide all year round useable facilities for the children.

It is considered that the provision of a MUGA and enlarged astro turf area would be ancillary to the existing open space and would support the function of the open space as playing areas and space for sports activities. Although the typology of part of the playing field would alter, the overall scale is small in relation to the area of open space as a whole. It is considered that the scale and use of the MUGA and astro turf surface would not detract from the character and appearance of the locality or function of the existing space. Arguably, the proposals would increase the use of the open space by providing suitable areas for all year round sports and activities and clearly would meet an identified need as the intensity of the site increases.

Officers consider that the proposal for development on open space, would therefore not conflict with the objectives of policy 7.18 of The London Plan (2011), policy DM 18 of the Harrow DMP LP (2013), policy CS1 F of the Harrow Core Strategy (2012) and the broad objectives of the NPPF, aimed at safeguarding open space from development.

Contaminated Land

The Elmgrove school site is listed on Harrow Councils Contaminated Land Register under the Environmental Protection Act 1990. Whilst it has been remediated as suitable for its current use, soil contamination does remain. Policy 5.21 and Policy DM 15 of the Harrow DMP LP (2013) seek to ensure that proposed development does not result in significant harm to human health or the environment and to bring contaminated land into beneficial use.

Policy DM 15 of the Harrow DMP LP 2013 requires that “proposals for the re-development or re-use of land known or suspected to be contaminated and development or activities that pose a significant risk of land contamination will have regard to:

- a – The findings of a preliminary land contamination risk assessment
- b – The compatibility of the intended use with the condition of the land
- c – The environmental sensitivity of the site.

“B Proposals that fail to demonstrate that intended use would be compatible with the condition of the land or which fail to exploit opportunities for decontamination will be resisted”.

The application has been referred to the Councils Environmental Health Department who have recommended conditions to be applied to ensure that an investigation is undertaken on the condition of the land and any necessary remediation works undertaken before any development commences on the site. Subject to compliance with this condition, officers are satisfied that the criteria of policy DM 15 are met.

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 Sustainability Assessment which identifies improvements above the baseline energy consumption and CO2 emissions. The report indicates the development can achieve a 40% reduction in carbon dioxide emissions above standard building regulations. 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 off setting 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. As 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. Overheating caused by solar gain is also avoided as the glazings to some classrooms have a north eastern aspect. 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 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 result in the loss of some trees and soft landscaping in the north eastern corner of the site. In order to mitigate the loss in this location further tree planting within the site and a soft landscaped area is proposed towards the northern boundary. Whilst, it is acknowledged that the need for external hard play space for the expanded school limits opportunities for increasing green space, officers consider there is some potential for additional planting within the site to be provided. 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.

Level access will be provided to the building both internally and externally. Corridor widths would all have a minimum width of 1800mm and all doors would have a minimum clearance of 900mm. Disabled WCs are provided in the new extension and one disabled parking space is provided in the main car park. The school is predominantly single storey except for one two storey block which has an existing lift. The new extension has been located to utilise this lift for all new classrooms at first floor level. 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 DMP LP (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 majority of the trees on the site can be retained with the exception of three trees to the south east located in the area of the proposed extension. A small section of privet hedge will also need to be removed for access to the car park. It is not anticipated that there would be any impact on existing trees within the car park as a result of new parking spaces as there area is already hard surfaced. It is proposed to replace the trees on a one for one basis, with three native ornamental species around the site in order to mitigate the loss and replace any lost visual amenity and wildlife habitat potential.

The new astroturf play area to the north of the extension would result in the loss of an existing habitat area. As outlined above, the new astro turf area and MUGA is required to provide necessary play space lost as a result of the extension. However, having regard to the size of the site, it is considered there are opportunities to provide a suitable replacement area on site to mitigate the loss.

Officers consider that the adverse impact in relation to the loss trees 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. On balance, officers consider that the improvement to educational facilities and measures to support the expanded school in this case would outweigh the loss of trees in this location, particularly as the loss can be mitigated to some extent by new soft landscaping.

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 as well as provision of a hard and soft landscape strategy for the site. Accordingly, conditions are 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 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”*.

Elmgrove School lies in flood zone 1 and therefore has a low risk of fluvial flooding. However, the site does lie within a critical drainage area and as such is at risk from flooding due to surface water. 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 adjacent to the extension block and under the MUGA 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. The MUGA would have a permeable surface to aid infiltration. 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. At the time of preparation of this report officers are still awaiting additional details in respect of surface water storage and attenuation details. 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

- 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 buildings

b: the ground surfacing

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: Document titled – Elmgrove Phase 2 –Draft Programme for Planning Submission Only; 14177/E/01-02; 14177/E/01-02; 14177/E/02-02; 14177/FP/01-01; 1050 Rev B; 1051 Rev A; 1052 Rev A; 1060 Rev A; L2000 Rev C; L2001 Rev B; L2002 Rev B; 3000 Rev A; 3001 Rev A; L3052 Rev B; L3050 Rev B; L3051 Rev B; L4050; LO1523/DR01 Rev P1; BREEAM Pre-Assessment Report No. P3149B (April 2014); Mechanical, Electrical and Public Health Scheme Design, Ventilation Statement & Sustainability Strategy Proposal – Report No. P3148B (April 2014); Document titled: Overview of Harrow Councils Primary School Expansion Programme; Document titled: school Expansion Programme 2014-2015; Arboricultural Impact Assessment at Elmgrove Primary School by A.T Coombes Associates Ltd (dated 1st May 2014); Transport Assessment (April 2014); Statement of Community Involvement (May 2014); P3148B-SK-001 Rev A; P3148B-SK-002 Rev A; P3148B-SK-003 Rev A; LO1523 – Elmgrove School Drainage Strategy; Document titled Planning Consultation – Elmgrove Primary School,

Harrow; Document titled Elmgrove Primary School by Mott MacDonald, dated 26.02.2014; Un-numbered drawing – Site Compound; Document titled – Secure By Design Meeting at Ruislip Police Station, Monday 24th Feb; Untitled document – Drainage Storage Calculations; Construction Method, Phasing Plan and Logistics Statement; Untitled document – Secure by Design Advice; 900 Rev B; 1000 Rev C; 1090 Rev C; 1010 Rev D; Design and Access Statement (dated 16th May 2014); Elmgrove Primary School and Nursery School Travel Plan (May 2014); LO1523/DR05 Rev P1; Letter from Hydro International, dated 23rd May 2014; Document titled Hydro International PLC; LO1523/DR03 Rev P2; LO1523/DR04 Rev P1; LO1523/DR01 Rev P2
REASON: For the avoidance of doubt and in the interests of proper planning.

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

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

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

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

6 The development hereby permitted, shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment at Elmgrove Primary School, Harrow by A.T Coombes Associates (dated 1st May 2014). This will include that replacement tree planting is provided and that the details are submitted for approval in accordance with condition 4 of this permission, arboricultural supervision is undertaken throughout the project and the development shall be 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).

7 The buildings hereby permitted shall not be occupied until details of works for the disposal of sewage 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 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 Elmgrove Primary School and Nursery 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 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.

13 An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*'.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 5.21 of the London Plan 2011 and Policy DM 15 of the Harrow Development Management Policies Local Plan 2013.

14 A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to

the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 5.21 of the London Plan 2011 and Policy DM 15 of the Harrow Development Management Policies Local Plan 2013.

15 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 5.21 of the London Plan 2011 and Policy DM 15 of the Harrow Development Management Policies Local Plan 2013.

16 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 13, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 14, which is subject to 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, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 15.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 5.21 of the London Plan 2011 and Policy DM 15 of the Harrow Development Management Policies Local Plan 2013.

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

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

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy:

National Planning Policy Framework (2012)

The London Plan (2011):

- 3.16 – Protection and Enhancement of Social Infrastructure
- 3.18 – Education Facilities
- 5.2 - 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
- 5.21 – Contaminated Land
- 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
- 7.18 – Protecting local open space and addressing local deficiency
- 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 15 – Contaminated Land
- 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 18 - Protection of Open Space
- 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

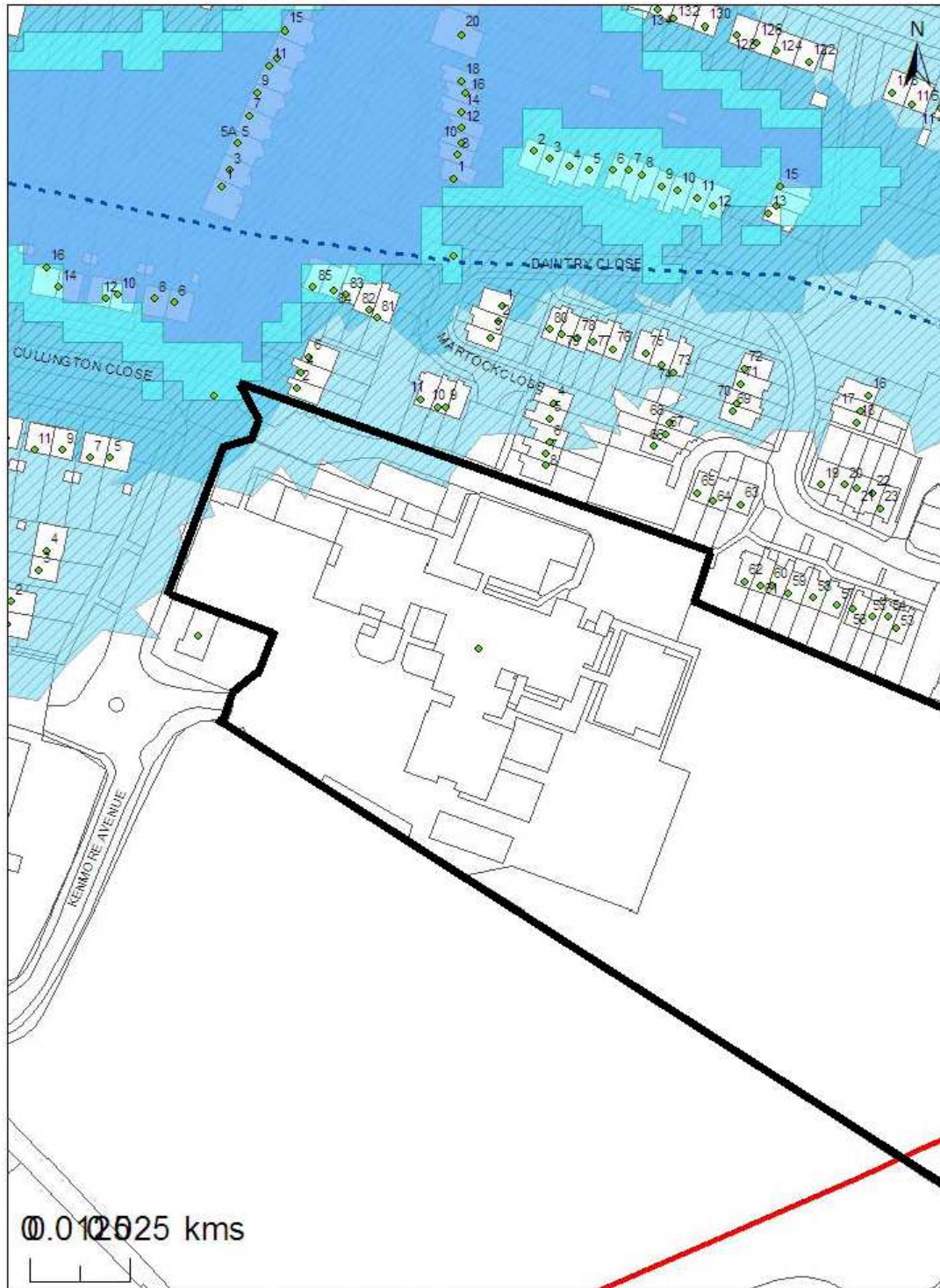
Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

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: Document titled – Elmgrove Phase 2 –Draft Programme for Planning Submission Only; 14177/E/01-02; 14177/E/01-02; 14177/E/02-02; 14177/FP/01-01; 1050 Rev B; 1051 Rev A; 1052 Rev A; 1060 Rev A; L2000 Rev C; L2001 Rev B; L2002 Rev B; 3000 Rev A; 3001 Rev A; L3052 Rev B; L3050 Rev B; L3051 Rev B; L4050; LO1523/DR01 Rev P1; BREEAM Pre-Assessment Report No. P3149B (April 2014);

Mechanical, Electrical and Public Health Scheme Design, Ventilation Statement & Sustainability Strategy Proposal – Report No. P3148B (April 2014); Document titled: Overview of Harrow Councils Primary School Expansion Programme; Document titled: school Expansion Programme 2014-2015; Arboricultural Impact Assessment at Elmgrove Primary School by A.T Coombes Associates Ltd (dated 1st May 2014); Transport Assessment (April 2014); Statement of Community Involvement (May 2014); P3148B-SK-001 Rev A; P3148B-SK-002 Rev A; P3148B-SK-003 Rev A; LO1523 – Elmgrove School Drainage Strategy; Document titled Planning Consultation – Elmgrove Primary School, Harrow; Document titled Elmgrove Primary School by Mott MacDonald, dated 26.02.2014; Un-numbered drawing – Site Compound; Document titled – Secure By Design Meeting at Ruislip Police Station, Monday 24th Feb; Untitled document – Drainage Storage Calculations; Construction Method, Phasing Plan and Logistics Statement; Untitled document – Secure by Design Advice; 900 Rev B; 1000 Rev C; 1090 Rev C; 1010 Rev D; Design and Access Statement (dated 16th May 2014); Elmgrove Primary School and Nursery School Travel Plan (May 2014); LO1523/DR05 Rev P1; Letter from Hydro International, dated 23rd May 2014; Document titled Hydro International PLC; LO1523/DR03 Rev P2; LO1523/DR04 Rev P1; LO1523/DR01 Rev P2

ELMGROVE SCHOOL, KENMORE AVENUE, HARROW



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Item No: 1/03
Address: BENTLEY WOOD HIGH SCHOOL, BINYON CRESCENT, STANMORE
Reference: P/1322/14
Description: CONSTRUCTION OF A THREE STOREY LINKED EXTENSION TO THE NORTH EAST OF THE EXISTING SCHOOL BUILDING WITH ASSOCIATED RAMPS AND RAILINGS; TEMPORARY RE-LOCATION OF ONE MOBILE CLASSROOM BLOCK AND RELOCATION OF ONE FURTHER MOBILE CLASSROOM BLOCK; NEW VEHICLE ACCESS FROM CLAMP HILL AND ASSOCIATED PARKING SPACES; HARD AND SOFT LANDSCAPING; NEW BOUNDARY TREATMENT (IN ASSOCIATION WITH THE EXPANSION OF THE EXISTING SCHOOL BY 1 FORM OF ENTRY AND TO FACILITATE 24 SPECIAL EDUCATIONAL NEEDS PLACES)
Ward: STANMORE PARK
Applicant: HARROW COUNCIL
Agent: HOWARD FAIRBAIRN MHK
Case Officer: NICOLA RANKIN
Expiry Date: 16th July 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 Bentley Wood High School, Binyon Crescent, Stanmore, HA7 3NA.

INFORMATION

The application is reported to the Planning Committee because the application is a major development for which the Council is the applicant and landowner and the proposal is greater than 400m² and therefore falls outside of category 1(d) of the Council's scheme of delegation.

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 Bentley Wood High School, Binyon Crescent, Stanmore, HA7 3NA.

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: 1324sqm

Net additional Floorspace: n/a

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

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

BACKGROUND

The Harrow School Expansion Programme

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

In common with majority of London local authorities and given London's ever increasing population, Harrow is experiencing an unprecedented increase in demand for school places and because the increased demand is primarily birth rate driven, the pressure is currently focused on the primary sector phase.

The development will be constructed for educational use and Harrow has a clear need to create more school places to meet a growing demand for educational space identified in the development plan.

As a congested urban borough, the increased demand for school places cannot be met by creating new schools. Harrow Council has agreed its school place planning strategies and has initiated a school expansion programme. The scale of the increase is huge. In September 2013, 17 additional reception classes (temporary and permanent) were opened above the 2008 baseline of permanent reception places. 8 primary schools were permanently expanded in September 2013 and a further 13 primary schools will be expanded by 2015. A third phase of permanent expansions will be required from 2016 to meet the peak in reception age demand that is currently predicted to be in 2018/19.

This increased demand for school places will progress into the secondary phase and will exceed permanent school places by 2015. The potential additional year 7 forms entry required by 2021/22 is projected to be 23. The overall numbers of pupils in secondary schools in Harrow is projected to rise from 10,373 in September 2014 to 13,123 in September 2021. As things stand, and without a strategy to increase capacity in the

secondary sector, the total secondary places available in 2021/22 will be 10, 740 (a deficit of -22.07%).

The first phase of the Harrow Council's Strategy to increase the capacity in the secondary sector to deliver the additional school places required by September 2018 has three strands:

1. Expansion of Bentley Wood School (Note: Further school expansions and temporary classes will be required after 2018, or sooner depending on progress with the other two strands. There are only 10 high schools in Harrow).
2. Expansion of Whitefriars Community School and extension of the age range to create an all through school with 5 forms of entry in the secondary phase. This would be made possible by including the adjoining Harrow Teachers Centre site on the school development.
3. Free School provision. Avanti House free school is temporarily located in the borough – if it is permanently located in Harrow it would provide 6 forms of entry in the secondary phase. There is a proposal to bid to the EFA to open a secondary school on the Heathfield School site which would be vacated from summer 2014.

Planning for secondary school places is normally done on a planning area basis. Bentley Wood High School is not within a dedicated planning area, being a girls only intake. Its catchment area is borough wide and is always oversubscribed, notwithstanding the increase in population.

Site Description

- Bentley Wood High School is sited within the Green Belt, north of Uxbridge Road, Stanmore.
- Access to the site for both vehicles and pedestrians is gained at the junction of Binyon Crescent and Sitwell Grove. The entrance drive runs along the south of the site towards the main school building. There is a further vehicle access point located to the south west along Clamp Hill, although this is not currently used as a main access point by the school.
- The main school park is situated to the south west and provides 65 car parking spaces including two disabled spaces. The car park is used by school staff only.
- The main school building is a three storey brick built structure which has two wings extending westwards at the northern and southern ends of the structure. It also features a part three / part four storey extension to the north wing of the school, which was granted under P/3803/07.
- There are currently five buildings providing temporary classroom units sited on a hardsurfaced play area on the eastern side of the main building.
- There are five tennis courts to the north west of the school buildings which are enclosed on all sides by mature trees. To the south west of the tennis courts there is an informal parking area with unmarked spaces. Further west are the school playing fields which are divided in two by a vehicle access road from Clamp Hill.
- There are a number of mature trees across the site, with extensive coverage on the northern and western sides of the site adjacent to the existing buildings.
- The entire school site falls within an Area of Special Character and a large part of the school grounds is within the Harrow Weald Park and the Hermitage Site of Borough Importance Grade 2 as identified on the Harrow Local Area Map (2013).
- Residential properties of Binyon Crescent and Bridges Road are sited south of the application site.

Proposal Details

- The construction of a three storey linked extension to the north east of the existing school building with associated ramps and railings; temporary re-location of one mobile classroom block and relocation of one further mobile classroom block; new vehicle access from clamp hill and associated parking spaces; hard and soft landscaping; new boundary treatment (in association with the expansion of the existing school by 1 form of entry and to facilitate 24 special educational needs places).
- The proposed three storey teaching block would form phase one of a two phase development. Only phase one is for consideration under this application.
- The main proposed three storey teaching block would have a maximum width of 28.8 metres and depth of 17.3 metres. A further subservient linking element would project 2.15 metres on the western side of the building at second and third floor level and would form a covered walkway at ground floor level. The linking bridge would have a depth of 6.2 metres and a width of 2.72 metres.
- The building would have a flat roof with a maximum height of 11.7 metres. Photovoltaic panels would be installed on the flat roof.
- The subservient bridge linking element would have a height of approximately 10.3 metres.
- The building would provide 12 additional classroom spaces including two larger special educational needs (SEN) classrooms. Additional facilities would include a physiotherapy room, a medical room and therapy room for SEN pupils, together with ancillary storage, plant room, circulation space.
- New ramps would be formed either side of the linked ground floor covered walkway. A further ramp would extend approximately 18.7 metres from the ground floor link on the southern elevation of the building.
- The existing hard surfaced tarmac around the building would be reinstated and repaired.
- The locations of the two mobile buildings on the northern side of the mobile village would be altered. The most northern mobile building would be moved to the south of the mobile village for a temporary period until the phase one building would be completed. It is then proposed to remove this mobile from the site.
- It is proposed to relocate the second mobile building adjacent to the north west of the existing school building. It is proposed to retain this mobile in this location until the phase two development of the overall masterplan for the site would be completed. Following the completion of phase two, the intention is to remove all mobiles from the site.
- A new vehicle access route is proposed from Clamp Hill with 12 associated parking spaces to form a drop off zone. Landscaping is proposed around the drop off area. The existing entrance gate at the current clamp hill would be relocated along the vehicle access road and would be moved further back by approximately 7 metres.
- The proposed extensions and other alterations are in association with the expansion of the school by 1 form of entry and to facilitate 24 special educational needs places. The proposed increase in numbers of pupils and staff will be incremental and will gradually increase over the next 4 years. The overall numbers of pupils will increase from 1035 to 1254 in September 2018.

Relevant History

P/1002/06 – Replacement temporary double mobile classroom unit and temporary triple classroom unit (2 years)

Granted – 04-JUL-2006

P/1510/07 – single-storey double classroom teaching unit for temporary two year period
Granted – 26-JUL-2007

P/3887/07 – one single-storey and one two-storey portacabin to provide temporary classrooms and one two-storey portacabin building to provide a temporary science block
Granted – 17-JAN-2008

P/2737/08 – Retention of 3 temporary mobile classrooms (2 years)
Granted – 16-OCT-2008

P/2157/09 – Single-storey temporary building to provide 3 classrooms (3 years)
Granted – 06-NOV-2009

P/0281/10 – Details pursuant to conditions attached to planning permission P/2157/09 dated 06-NOV-2009
approved – 06-MAY-2010

P/0855/10 – Single-storey temporary building to provide two additional classrooms (3 years); new walkway link to existing walkway; retention of temporary single storey double classroom unit (3 years)
Granted – 15-JUL-2010

P/0924/10 – Retention of three air conditioning units to temporary classroom building
Granted – 09-JUL-2010

P/2828/12 – Variation of condition 2 of planning permission P/0855/10 dated 15-JUL-2010 to allow the retention for an additional three years of a single storey temporary building to provide two additional classrooms and a temporary single storey double classroom unit.
Granted – 17-DEC-2012

P/2828/12 - Variation of condition 2 of planning permission P/0855/10 dated 15-JUL-2010 to allow the retention for an additional three years of a single storey temporary building to provide two additional classrooms and a temporary single storey double classroom unit
Granted 17th December 2012

P/2823/12 - variation of condition 2 of planning permission P/2157/09 dated 06-NOV-2009 to allow the retention for an additional three years of a single-storey temporary building to provide 3 classrooms.
Granted 17th December 2012

P/1320/14 Construction of a part single storey and part double height sports hall with associated ancillary accommodation to the north west of the existing school building; hard and soft landscaping
Expiry: 11th June 2014

Pre-Application Discussion

- N/A

Applicant Submission Documents

- ∇ Design and Access Statement (summary)

- It is intended that the proposed class room building will form the first of two phases, each of which will contain a number of classrooms. It is intended that when both phases are completed, they will replace all the above mobile class room blocks that are located to the east of the main school building.
 - Several options for the new classroom block were considered and full regard was paid the buildability of any new proposal, given that the school has to remain operational throughout the construction period.
 - The construction of the classroom block can be fully separated from the existing school and the full fire path around the main building can still be maintained.
 - The proposals at Bentley Wood High School replace mobile classrooms with the equivalent space which aims to minimise impact on the local area and the local community.
 - The new proposals limit the change in massing with building works all proposed to the rear of the site away from the residential areas of Stanmore.
 - The proposed classroom block is sited over an area of existing hard surface, therefore negating any impact on the Green Belt.
 - The new building is intended both for school use and community use, both during term time and holiday period and during the evening and weekends.
 - The educational use of the site is long established. Some of the existing buildings on the site are temporary and in a relatively poor state of repair. The proposed development will result in a significant improvement on the quality of the physical facilities on site over two phases as set out in the master plan.
 - The lack of any credible alternative site and overall significant shortfall of education space in the near future means that this need should be balanced against the limited and mitigated harm to the Green Belt.
- ∨ Statement of Community Involvement (summary)
- There were three major engagement milestones as follows:
 - 15th January 2014 – pre planning exhibition event to discuss the expansion and consult with the community.
 - 9 January to 6 February: Statutory proposals were published
 - 17 March - Second exhibition event to review the changes to the proposed expansion and re-consult with the community.
- ∨ Drainage Report
- ∨ Sustainability Statement
- ∨ Contamination Report
- ∨ Ecological Appraisal
- ∨ Travel Plan
- ∨ Transport Assessment

Consultations:

Greater London Authority: Awaiting Comments

Highways Authority: Overall the proposed mitigations for the expansion of Bentley Wood 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.

Environment Agency: This site is in Flood Zone 1 and is under a hectare. 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.

Drainage Authority: The information submitted is satisfactory, subject to further details on surface water, surface water storage attenuation and sewage being provided by condition.

Environmental Health: No objections

Landscape Architect: As previous comments for Bentley Wood, the location of the contractors compound in relation to existing trees / tree loss is important and information would be required for this. There would be a requirement for Landscape Conditions and for the trees that have been removed, to be proposed to be replaced elsewhere. Conditions are recommended in relation to hard and soft landscape proposals to be approved.

Arboricultural Officer: The proposed teaching block would be acceptable in relation to existing trees on the site. The recommendations of the Arboricultural impact Assessment including method statement and tree protection plan should be adhered to. Further details are required in relation to construction access for vehicles.

Biodiversity Officer: The phase 1 teaching block would be partially situated outside of the site of importance for nature conservation (SINC). I would expect the mitigation recommended by the applicant's ecologist to be undertaken. Wildlife sympathetic management of an area of the school fields, equivalent to any losses encountered via the proposed teaching block would be appropriate.

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. I would recommend that a condition is attached in respect of this.

Sports England: Sport England does not have any comments to make on this application.

Advertisement

Site Notice x 5: Departure from Development Plan/ Major Development Expiry:
09.06.2014

Press Advert: Departure from Development Plan/Major Development Expiry:
05.06.2014

Notifications

Sent: 443

Replies: 2

Expiry: 28.05.2014

Addresses Consulted

- 1- 35 (odds) Brockhurst Close
- 1-12 (evens) Brockhurst Close

- Flats 1-51 Brockhurst Close
- 2-54(evens) Binyon Crescent
- 59 – 83 Binyon Crescent
- Woodlands Community Hall and The Bungalows, Binyon Crescent
- 1-47 (odds) Sitwell Grove
- 2-40 (evens) Sitwell Grove
- 1-17 (odds) Newbolt Road
- 2-12 (evens) Newbolt Road
- 56 and 58 Uxbridge Road
- Cygnet House, Uxbridge Road
- Coronet House, Uxbridge Road
- 1-5 (odds) Bridges Road
- 4 – 84 (evens), Masefield Avenue
- 5-57 (odds), Masefield Avenue
- Kenmble House, Bridges Road
- 2-12 (evens) Bridges Road
- 1-25 Flecker Close
- Hermitage Gate, Clamp Hill
- Hermitage Cottages, Clamp Hill
- Priory House, Clamp Hill
- Weald Cottage, Clamp Hill
- Tingay, Clamp Hill
- Golden Cottage, Lower Priory Farm, Clamp Hill
- Alex Engineering, Lower Priory Farm, Clamp Hill
- Alvor, Lower Priory Farm, Clamp Hill
- White Cottage, Clamp Hill
- Mulberry Cottage, Clamp Hill
- Kipling Place, Stanmore

Summary of Responses

Objections

- Should the proposal in anyway exacerbate the existing traffic congestion along Masefield Avenue and unless other proposals are provided regarding school traffic such as the access at Clamp Hill, we cannot support this development.

Support:

- I support the proposal on the basis that the Clamp Hill Access will be provided.

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 – Provision of New Educational Facilities and Development in the Green Belt

Impact on the Green Belt Openness and Purposes of the Green Belt

Impact on Visual Amenities of the Green Belt and Area of Special Character

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 - Provision of New Educational Facilities and Development in the Green Belt

• 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 removal of time served buildings on the site and 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 acceptable 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. 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

Bentley Wood High School 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)

Bentley Wood High School is a 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 masterplan for the further expansion of the school which in the long term would provide permanent educational facilities and remove all the existing temporary mobiles on the site. The masterplan shows that the school would be developed over two main phases of development. Phase 1 of the development would include the provision of a sports hall which is considered under application P/1320/14 and a new teaching block, the subject of this application. The second phase of development would involve the provision of a further teaching block that would be attached to the phase one building. Officers consider that the master plan provides a firm commitment to removing the temporary accommodation on the site, and would provide an acceptable layout for future expansion of the school. In this regard the proposal would be acceptable in relation to part C of Policy DM 16.

Impact on the Green Belt Openness and 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.

Bentley Wood High school is located within the Harrow Weald Ridge Area of Special Character, defined by policy DM 6 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 Bentley Wood site has a varied character. The main educational buildings are clustered together towards the middle of the site together with the associated parking area. There are several tennis courts to the north west which are fully enclosed by mature trees. However, the furthest western and eastern parts of the site are predominantly undeveloped. Having regard to this varied character; the extent to which openness is perceived across this wider site depends on location.

The area of land proposed for development is nestled close to the main school building to the east on an area of existing hard surfacing where several mobile classrooms are currently located. As such, 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 built footprint as a result of the proposed three storey teaching on the site would be increased by approximately 453sqm. The Design and Access statement accompanying the application outlines that the existing buildings and hardstand on the site have an overall site coverage of approximately 4.22% of the overall school site and that the proposed buildings and hard standing would have an overall site coverage of 5.28% of the site. 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 entire building would be sited on the existing hard surfaced area and would not encroach onto any part of the existing undeveloped land. Whilst it is acknowledged that the building would be substantially higher than the existing mobile accommodation currently in place, the building would be sited very close to the existing main building, resulting in a compact cluster of development on the site, surrounded by a number of mature trees both to the west and east. This 'consolidated' development is considered to be an appropriate design response to site circumstances. Furthermore, the proposed building would have a maximum height of 11.7 metres and would be lower than the height of the main school building to the west. Overall, the proposed building would be well screened from both internal view within the site and externally due to the number of mature trees.

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 building, 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.

In addition, the Clamp Hill access road would result in hard surfacing of 672m². Having regard to the overall footprint of the increased hard surfacing area in relation to the remainder of the playing field (approximately 41, 930m²), it is considered the openness of the Green belt would not be significantly unduly compromised with regard to this aspect of the proposal also. The impacts of this would be further reduced by a comprehensive landscape strategy to provide screening. This is discussed further under section 9.

With regard to the relocated mobile building to the north west of the main school building, this would be for a temporary period only until phase two of the masterplan comes forward for development and would be subsequently removed from the site. It would be sited to the north west of the existing school building and would be well screened by trees and the presence of the existing building. Officers therefore consider that it would not give rise to any significant adverse impacts on the Green Belt. A condition is recommended in respect of this mobile to ensure that it is removed from site after a maximum period of three years to enable time for a development for phase two to come forward. One further mobile would be relocated to the south of the area of existing hard standing and would be removed following the completion of the phase 1 teaching block. As such, although this location is more prominent in view from within the site, officers considered that as the impact is only for a short period, the temporary re-location is acceptable.

§ 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 area proposed for development is situated within the centre of the site and is surrounded by mature trees and vegetation. There is therefore no physical connection between the area of land proposed for development 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 area of land proposed for development and the above-mentioned 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 previously developed site in the Green Belt. Some encroachment is long-established through the use of the site for educational purposes. Furthermore, the building would be located entirely within a previously developed part of the site on existing hard surfacing and would therefore not encroach onto the countryside.
- 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:** 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 and would result in the provision of permanent facilities in the same location to replace time served temporary mobile accommodation. As such, given the existing

site circumstances, it is considered that the proposal would not be unduly detrimental to this objective.

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 Planning, Design and Access Statement and supporting documentation accompanying the application sets out that Harrow is experiencing an unprecedented increase in demand for school places. Furthermore, as Harrow is a congested urban borough the increased demand for school development cannot be met by new schools. Harrow Council has identified a need for additional school places arising from the increased demand and has outlined likely potential future shortages of -22.07% by 2021/22 within the secondary sector. The applicant has highlighted three potential sites to increase provision within the secondary sector (including Bentley Wood) but notes that even if all three sites can be delivered, there would still remain a shortfall of school places beyond 2018. This will result in the need for further secondary expansion. Discounting Bentley Wood High school and Shaftesbury High which are already proposed for expansion under phase two of the Harrow School Expansion Programme, there are only eight other secondary schools in Harrow.

Although the greatest pressure for school places has been experienced in the primary sector, the applicant highlights that the demand is also being experienced in the special educational needs sector. The development at Bentley Wood High School would also increase the number of places for children with severe and profound learning difficulties and moderate learning difficulties including autism and/or behavior, emotional and social difficulties. The development would be constructed for educational use including the provision of facilities for special educational needs pupils and would overall help to meet a growing demand for educational space in both the secondary and the SEN sector.

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 proposed development area are limited from the east, north and west due to mature trees, dense vegetation. In order to provide the teaching block in this location, it is acknowledged that one tree is of low amenity value, according to the submitted arboricultural report would be removed. In addition, the access at Clamp Hill would necessitate the removal of one higher quality tree. However, the vast majority of trees in the immediate vicinity of the proposed building would be retained. On this basis, overall, it is considered that the loss of trees proposed under the current application would not give rise to significant detrimental impacts on the visual amenities of the Green Belt. This is considered in more detail under section 8 below.

The proposed building would be seen within the context of the existing school buildings on site. 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 rest of the school. To this end, it is likely that the limited glimpsed views towards the site would be positive, particularly as it would replace low quality time served mobiles.

The modest amount of additional hard surfacing proposed as a result of the Clamp Hill vehicle access would not give rise to a loss of openness across the site. Views from within the site and from public vantage points would be screened by additional landscaping. In addition, it has been identified that the need for the additional vehicle access point in this location in order to successfully expand the school is compelling and this is discussed in further details under section 5. In officer's opinion, the clamp Hill access road needs to be weighed in balance against the strong local, regional and national policy support to facilitate the expansion of schools. Whilst, a detailed landscape scheme has not been provided at this stage, officers consider that this can be secured by a planning condition, should approval be granted.

As stated in section 1, Bentley Wood High School 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 trees from the site, the impact of this is unlikely to be insignificant 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

The main walls will be a mix of render and brickwork to match the brick used in the adjacent school building. A similar palette of materials was used on the most recent extension of the building to the north of the site and is therefore considered by officers to be an acceptable approach. Although the proposed windows on the extension would not be replicated, the design and access statement highlights that this design approach has been driven by the need for natural ventilation and energy efficiency. Subject to a condition requiring details of materials to be provided, it is considered that the proposed school building would successfully integrate with the existing development on site.

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 and would not be harmful to visual amenities of the Green Belt. As such, the proposal is considered to comply with the NPPF (2012), policies 7.4B and 7.6B of The London Plan (2011) core policy CS1 B of the Harrow Core Strategy (2012) and policies DM 1 and DM 6 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 closest neighbouring occupiers are located in Binyon Crescent to the south. The building would be sited some 80 metres away from the rear garden boundary of the closest residential properties in Binyon Crescent. Having regard to this distance, 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 changes proposed to the existing main car park for staff and levels of car parking would remain as existing (65 spaces). As discussed above, a drop of vehicle access road and 12 associated parking spaces is proposed from Clamp Hill to the west of the site. There is one residential dwellinghouse situated in this vicinity (Hermitage Gate). However, having regard to the high volume of traffic carried along Clamp Hill already, it is not considered that the vehicle in and out access would give rise to any unreasonable noise and disturbance from vehicle movements over and above levels already experienced by occupiers of this site, particularly as it would be used predominantly at peak morning and afternoon times when traffic volumes are expected to be greater. Outside of these times, it is not anticipated there will be significant numbers of vehicles using this access route. There are no flank wall windows on this property and there is already a good level of screening adjacent to the boundary, therefore, in officer's opinion, the additional access route would also not unduly impact on outlook. Nevertheless, in the interests of the amenities of the adjacent occupiers, additional planting around the perimeter of the access route can be secured by a planning condition to ensure views of the additional hard surface are mitigated as much as possible. A condition is recommended in respect of this.

Community Use of Facilities

The proposed school building is intended primarily for primary education; however, it is proposed to use it for community activities during term time and holiday periods as well as some evening and weekend use. Use of the building by the local community outside of school hours would be supported by Local Plan policy. If the community facilities were to be expanded in the future it would require careful management by the school and its governing body to ensure that it would not give rise to significant adverse impact upon neighbours. It is considered that this would primarily relate to traffic issues having regard to the site circumstances. Expansion to the current school lettings policy would have the potential to give rise to additional vehicular trips and noise and disturbance in the evenings. In order to negate this potential future impact, particularly during the evening and at weekends, when residents might expect to enjoy the lower ambient noise levels, a condition is recommended to be added to any permission restricting the hours of use of the building.

Construction Phasing

It is envisaged the development would be constructed in its entirety over two phases as discussed above. However, only the phase one teaching block is being considered under this application. 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.

However, equally, construction activities must be considered in relation to the safeguarding of trees and biodiversity on the site. At the time of preparation of this report, officers are awaiting further details to be provided in relation to the proposed site compound and construction vehicle access routes to ensure there are no detrimental impacts to surrounding trees to be retained. The details of this, together with any further recommended conditions will be reported on the committee addendum.

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. 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.

Bentley Wood School is located in a residential area off of the Uxbridge Road and is surrounded mainly by open green spaces to the north.

The school has two access points; the entrances to school are on Clamp Hill and via Binyon Crescent/ Bridges Road. There are mandatory "School Keep Clear" road markings outside the main school entrance and double yellow line restrictions in the large triangular grassed area opposite the entrance. The on-street parking on surrounding streets (Binyon Crescent, Bridges Road, Masefield Avenue and Newbolt Road) is not restricted and the road is not traffic calmed.

The majority of pedestrians access the school via the entrance located on Bridges Road / Binyon Crescent. This route is a shared between vehicles and pedestrian to access the school car park and buildings. There is a segregated footway with guard rails for the protection of the walking children. There are no crossing facilities close to this entrance.

The school's have an entrance on Clamp Hill which is shared by service vehicles and school children. A large number of pupils access this entrance come to the school via public transport. There is a bus stop next to the school entrance and serviced by dedicated Transport for London (TfL) school bus services. Relatively few parents pick their children up from this entrance. There is a segregated pavement on this entrance for pedestrians without guard rails. At present there are no dedicated paths available for pedestrians on some sections which means that vehicles and pedestrians share the same path which is not ideal.

Staff and delivery vehicles use both entrances of the school. However, the TA showed that during the survey period it was observed that most of the vehicles used Bridges Road / Binyon Crescent entrance. There is car park within the school premises but it is fully occupied by the school staff. The school does not permit parents to drive onto the site to pick-up or drop-off girls, therefore the main drop-off points for parents are Bridges Road, Binyon Crescent, Sitwell Grove and Masefield Avenue.

During the drop-off / departure period the streets surrounding the school experience severe congestion, particularly near the Bridges Road / Binyon Crescent. At times, this prevents vehicles from accessing this school via Bridges Road / Binyon Crescent. However, the entrance on Clamp Hill does not suffer from congestion as only a limited number of parents use this as pickup / drop-off point.

Transport impact and proposed mitigations

A “hands-up” survey was completed in May with school children which indicated that the majority of pupils access the school by either public transport (52%) or the car (37%).

The school is located in a residential area where car ownership is clearly high, but with narrow streets. The Travel Impact Assessment identified that during the survey over 60% of vehicles stayed for the duration of the survey, indicating that they are likely to be residents’ cars. The observed roads, except Clamp Hill were relatively calm before and after the school departure period. Clamp Hill was busy with vehicles traveling at relatively high speeds. There are no traffic calming measures on Clamp Hill as this is classed as a strategic route, however there is a speed activated sign located southbound prior to the school entrance.

The results of the TA showed that during the peak departure period, Masefield Avenue, Bridges Road, Sitwell Grove and Binyon Crescent were badly congested. Most of the cars were parked illegally or inconsiderately, therefore constricting the flow of the traffic passing through the area.

All the vehicles accessing the observed streets have to enter and exit via Masefield Avenue/Uxbridge Road junction. During the peak departure period, vehicles were queuing up in Masefield Avenue to turn into the busy Uxbridge Road. However, during this peak period cars were parked near to the junction on either side, constraining the road width such that two vehicles could not pass each other and had to give way to oncoming traffic. As a result of this, Masefield Avenue/Uxbridge Road junction was heavily congested and this caused some queuing in Uxbridge Road. Double yellow lines (DYL) are planned at this junction to address this problem.

Based on the future mode split, an additional 85 vehicles are expected on the roads surrounding the entrance. Therefore it would be reasonable to expect that with this increase in traffic volume, the levels of congestion would rise in streets closer to the Binyon Crescent / Bridges Road entrance during the peak drop-off and pick-up period. The streets surrounding the school already experience heavy congestion during the drop-off and pick-up period. This is as a result of the heavy parking by parents restricting the passage of other vehicles, rather than the volume of traffic approaching capacity at junctions. This is particularly the case at Masefield Avenue/Uxbridge Road, where parking close to the junction caused problems on the day of the survey. The expected increases in traffic are relatively small, the worst case being at the Masefield Avenue junction where the increase is only 6.6% of existing traffic flows.

In addition to the above, 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
<p>At the present time the Clamp Hill entrance is not heavily used. The construction of an area for parents to drop-off and pick-up pupils during the peak hours would relieve much of the pressure on the Bridge Road/Binyon Crescent entrance. This proposal involves a modification to the junction connecting Clamp Hill and the school entrance and the creation of a drop off / pick up area which would exit onto Clamp Hill. This proposal would also provide help dealing with staff parking during construction.</p>	<p>This proposal is supported and would have a significant impact (about half) the number of vehicles accessing the school via Masefield Avenue to drop off and pick up. This should reduce congestion in this area. This would require widening of the existing entrance and the construction of a median strip on Clamp Hill to force drives to turn left onto Clamp Hill from the new access, Drivers wishing to go north would do so via the existing roundabout at the Uxbridge Road junction.</p>
<p>An alternative to the above suggestion would be the creation of a one way system through the school site, so allowing parents to enter the school via Masefield Avenue and Bridges Road and use the school grounds to drop or pick up their children, and then exit the school premises via the junction on Clamp Hill.</p>	<p>This would not be supported because of security concerns within the school grounds and would be difficult to enforce and is not considered necessary if the pick up / drop off area is constructed.</p>
<p>Introduce double yellow line waiting restrictions at key junctions off of Uxbridge Road leading to the school to reduce congestion.</p>	<p>A wider review of parking restrictions in this area is supported. The Masefield Avenue junction is already included in our Localised Safety Parking Program and double yellow lines will be introduced here within the next few months</p>

Officers of the Highway Authority consider that the provision of a facility in Clamp Hill together with targeted enforcement of restrictions and against obstructive parking in roads around the Bridges Road/Binyon Crescent entrance will have a significant impact. It can be stated with some confidence that, if these mitigation measures are implemented effectively, residents around this second entrance will experience a considerable reduction in the adverse impacts of school-run traffic. Accordingly, it is recommended that a condition is attached to ensure that the new vehicle access is implemented on site at 50% occupation level of the proposed expansion for the school to ensure traffic levels can be effectively managed.

In addition an extension of parking restrictions 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, it should be borne in mind that waiting restrictions include a standard exception for stopping to set-down or pick-up passengers and an offence would therefore only be committed if the vehicle stopped for a period, for example while a child is taken into the school.

Therefore the Council’s current enforcement practices for schools will need to be reviewed to ensure that there is a sufficiently frequent enforcement presence either in the form of mobile CCTV vehicles or parking attendants to act as a deterrent. 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. 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 (STP) 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 Bentley Wood 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 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. It may be appropriate for these targets to be included as conditions or obligations associated with the grant of planning permission. Accordingly, a condition is recommended for ongoing monitoring of the school travel plans 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

Expansion of the school consists of the construction two new teaching blocks and a new sports Hall (for consideration under separate planning application P/1320/14). Proposed construction of these building will be split in two phases. The new teaching and sports halls will be constructed in phase 1, and the construction of the extension to teaching block to replace the mobile village will be carried out in Phase 2.

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 Uxbridge Road and Clamp Hill to enter / exit the construction. Based on the current proposals, the staff parking facilities on the north western side of the school will be included within the construction boundary. Therefore, members of staff will lose these parking spaces. However, the construction of designated drop-off/pick-up area in Clamp Hill during the enabling phase could be used as potential parking spaces for the school staff. At the time of writing this report, officers are awaiting additional information in relation to the specific proposed construction access routes for vehicles and details of the site compound. Details of this, together with any further conditions and recommendations will be outlined on the committee addendum.

Further to the above, 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. Currently the school only has 10 cycle parking spaces which does not meet the minimum requirements of the London Plan (2011) and no additional cycle stores are proposed under this application. Given there is significant interest in cycling as the preferred mode of travel, officers consider this means of travel should be actively encouraged and that the number of spaces should meet the requirements of The London Plan (2011). Accordingly, a condition would be attached, should approval be granted, requiring full details of proposed cycling and scooter parking facilities in accordance with London Plan standards and that additional spaces should be provided should demand dictate.

Overall the proposed mitigations for the expansion of Bentley High 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 Bentley 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. 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. Its 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 Sustainability Assessment which identifies improvements above the baseline energy consumption and CO2 emissions. The report indicates the development can achieve a 40% reduction in carbon dioxide emissions above standard building regulations. 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 roof of new teaching block. 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. As 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. Overheating caused by solar gain is also avoided as the glazing to some classrooms have a northern aspect. 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 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 result in the loss of some trees and soft landscaping. In order to mitigate the loss in this location further tree planting within the site and is proposed. Officers consider there are significant opportunities to enhance soft landscaping and biodiversity, given the extensive site area. 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.

Level access will be provided to the building both internally and externally. Corridor widths would all have a minimum width of 1800mm and all doors would have a minimum clearance of 900mm. The new teaching block will have a disabled accessible lift to access the first and second floors and there will be one fully accessible WC within the Special Educational Needs accommodation. Internally there will be sufficient circulation space for wheelchair users within classrooms. 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 majority of the trees on the site can be retained with the exception of one low category C tree in order to construct the new teaching block. The relocated mobile to the north and the temporary relocated mobile unit to the south would be located outside the root protection area of trees. The Arboricultural report recommends that some pruning will be required to existing trees close to the new mobile locations so that no damage occurs when they are moved.

One higher quality tree would need to be removed in order to facilitate the access to Clamp Hill. The vehicle access drop off area would be located close to the existing highway to ensure that it does not encroach too far back on the existing playing fields within the site so as to preserve their function and use for the school. As such, it is not considered that moving the drop off area further back within the site would be appropriate in this case. Notably Sport England has not objected to this aspect of the proposal. It is proposed to replace the trees on site, with 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 trees 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. On balance, officers consider that the improvement to educational facilities and measures to support the expanded school in this case would outweigh the loss of trees in this location, particularly as the loss can be mitigated to some extent by new soft landscaping and the creation of new habitats on the site.

As discussed above, at the time of the preparation of this reports, officers are still awaiting additional details to be provided in relation to vehicle construction routes and the proposed site compound area in order to ensure temporary construction activities do not lead to adverse impacts on the surrounding trees and their biodiversity value. The details of this, together with any additional recommended conditions will be outlined on the committee addendum.

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 as well as provision of

a detailed hard and soft landscape strategy for the site. Accordingly, conditions are 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”*. Policy DM 21 outlines that proposals should secure the restoration and recreation of significant components of the natural environment.

A large part of the school grounds is within the Harrow Weald Park and the Hermitage Site of Borough Importance Grade 2 as identified on the Harrow Local Area Map (2013). A detailed ecological appraisal accompanies the application which concludes that the proposals will not impact on any statutory or non statutory conservation sites. The recommendations of the report outline that mature trees present within the woodland should be protected and retained given a number of them provide suitable habitat for nesting birds and bats.

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. Similarly, a condition is recommended to ensure that before any trees on the land are felled a dawn-dusk bat survey and inspection of trees which may harbour bat roosts is conducted to ensure that any bats present on the site would not be harmed. Furthermore, that all vegetation should be checked by a suitably qualified ecologist for the presence of dormice nests and reptiles prior to clearance. This would ensure that any protected species found on site would be removed and translocated to a suitable site.

Part of the teaching block would clip part of this designated area. In order to mitigate this impact and the loss of trees on the site, it is considered that additional habitat should be created. The details have been referred to the Councils biodiversity officer who considers that a similar area of currently undesignated site, should be managed and set aside for nature conservation. As such, it is recommended that a condition be attached for details to be provided in relation to new wildlife habitats on the site.

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”*.

Bentley Wood High School lies in flood zone 1 and therefore has a low risk of fluvial flooding. However, the site does lie within a critical drainage area and as such is at risk from flooding due to surface water. 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 adjacent to the extension block and within the car park area 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 applicant has identified several flood resilience measures to ensure the building would remain protected in the event of a flood from surface water. The protection measures identified include that the internal finished floor levels of the building, in most cases will be 660mm above the external ground floor level, the plinth brick walling of the proposed classroom block will provide a robust water resistant barrier and cavity drainage is proposed to enable the rapid drainage of external walls. 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 in relation to the teaching block, 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.

However, further details are required in respect of the proposed surface water storage and attenuation details for the vehicle access at Clamp Hill. It is also proposed to use attenuation tanks in this location to ensure surface water run off is contained within the site but at the time of preparation of this report the specific details are to be agreed. In addition, further information is required in relation to improvements on the land for drainage purposes including details of improvement for the existing ditch and earth bund adjacent to this part of the site. This information, together with any additional recommended conditions will be outlined on the committee agenda.

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 classroom block entrance will be proximity card swipe controlled. All ground floor windows and other accessible windows and doors will meet PAS 24:2012 as required for Secure by Design accreditation. Additional lighting will be provided for the external communal areas outside the classroom block. 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

- Should the proposal in anyway exacerbate the existing traffic congestion along1 Masefield Avenue and unless other proposals are provided regarding school traffic such as the access at Clamp Hill, we cannot support this development.
- ∇ This is addressed under section 5 of the above appraisal.

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

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: BREEAM Pre-Assessment Ref: CTN/7132612/AD Rev 01 (dated 19 February 2014); Drainage Impact Assessment Version 01 (dated, April 2014); Un-titled Surface Water Drainage Plan; Sustainability Report – Ref: KSc/7111910/JP Rev 01 (dated 2 April 2014); Statement of Community Involvement (February 2014); Document titled Bentley Wood Phase 2 – Draft programme for Planning Submission Only; Construction Method, Phasing Plan and Logistics Statement; Transport Assessment for the Expansion of Bentley Wood High School (April 2014); Phase 1 Preliminary

Contamination Assessment Ref: DMB/771606/R1 (dated January 2014); Ecological Appraisal – Ref: 771606-REP-ENV-100 Rev 0 (dated February 2014); Planning, Design and Access Statement Rev. P2 – 09.04.14; Untitled document – Secured by Design Notes; 6335-P107 Rev P5; 6335-P108 Rev P3; 6335-P1003 Rev P1; 6335-P155 Rev P1; Bentley Wood High School Travel Plan (dated April 2014); 6335-P103 Rev P17; 6335-P102 Rev P17; 6335-P100 Rev P5; 6335-P101 Rev P17; 6335-P109 Rev P4; Letter from Thames Water, dated 17th March 2014; Document titled Storage Tank Design by Clark Smith Partnership – Bentley Wood High School - Classroom Block; 6335-P1005 Rev P1; 6335-P1004 Rev P3; 6335-P1002 Rev P7; S-100-12 Rev E1; S-100-10 Rev E1; Document titled: Classroom Block: Summary Statement of Specific Flood Resilience Measures Proposed Rev. P1 140523; Arboricultural Impact Assessment by A.T. Coombes Associates Ltd (dated 20th May 2014)

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

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

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

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

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

6 The development hereby permitted, shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment at Bentley Wood High School, Harrow by A.T Coombes Associates (dated 20th May 2014). This will include that replacement tree planting is provided and that the details are submitted for approval under condition 4 of this permission, arboricultural supervision is undertaken throughout the project and the development shall be 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).

7 The buildings hereby permitted shall not be occupied until details of works for the

disposal of surface water, surface water storage and attenuation works and sewage 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 No work shall commence on the vehicle access road at Clamp Hill, 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 Bentley Wood 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 period. 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 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.

13 The buildings hereby permitted shall not be open to the public (including school pupils) outside the hours of 630am – 11pm Monday to Friday and 8am – 6pm at weekends unless otherwise approved in writing by the Local Planning Authority.

REASON: To safeguard the amenities of the neighbouring occupiers in accordance with policy 7.6 of The London Plan 2011.

14 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).

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, work in the vicinity should be paused and 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 Harrow Development Management Policies Local Plan (2013).

16 Prior to any vegetation clearance on site, all vegetation will be checked by a suitably

qualified ecologist for the presence of dormice nests. Should an active nest be located, all work shall stop and a licence from Natural England shall be sought without delay.

REASON: To safeguard the ecology and biodiversity of the area in accordance with policy DM20 of the Harrow Development Management Policies Local Plan (2013).

17 No trees shall be felled on site until a dawn dusk survey and tree inspection survey for bat roosts has been undertaken by a suitably qualified ecologist. Should bats be located, all work shall stop and a licence from Natural England shall be sought without delay.

REASON: This condition is required to ensure that if bats are present then suitable measures are put into place for their protection in accordance with and to conform with policy DM 20 of the Harrow Development Management Policies Local Plan (2013) and all relevant current legislation.

18 No clearance 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 clearance 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 DM 20 of the Harrow Development Management Policies Local Plan (2013) and all relevant current legislation.

19 The development hereby permitted shall not be occupied until details of new habitat area/s to be created in respect of habitat losses within the Site for Nature Conservation Importance have been submitted and approved in writing by the Local Planning Authority. The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained

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

20 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 Location for the site accommodation building

B Full details of the site accommodation building

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 DM 22 and DM 16 of the Harrow Development Management Policies Local Plan (2013).

21 The development of the site shall be undertaken in accordance with the proposed phasing plan outlined on drawing 6335-P100 Rev P5 unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure there is a comprehensive long term plan for the site as whole that would preserve and maintain the openness and character of the Green Belt in accordance with Policy DM 16 of the Harrow Development Management Policies Local Plan (2013).

22 Prior to the occupation of the school by 50% of the total expansion numbers of pupils and staff proposed up to September 2018, the details of the proposed Clamp Hill access identified on drawing No. 6335-P155 Rev P1 shall be implemented on site and shall be maintained for the duration of the development.

REASON: To reduce the impact of the development on the surrounding road network in accordance with London Plan polices 6.1, 6.3, 6.11 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

23 The single-storey modular building to the north of the sixth form block shall be removed and the land restored to its former within three years of the date of this permission.

REASON: To safeguard the character of the adjacent Green Belt and to permit reconsideration in the light of the circumstances then prevailing, pursuant to policies 7.4 and 7.16 of The London Plan (2011), policy CS1.B/D/F of the Harrow Core Strategy (2012) and policies Dm 1 and DM 16 of the Harrow Development Management Policies Local Plan (2013).

24 The temporary single-storey modular building to the south of the existing mobile village shall be removed immediately following the completion of the phase 1 teaching block hereby approved and the land restored to its former state.

REASON: To safeguard the character of the adjacent Green Belt and to permit reconsideration in the light of the circumstances then prevailing, pursuant to policies 7.4 and 7.16 of The London Plan (2011), policy CS1.B/D/F of the Harrow Core Strategy (2012) and policies Dm 1 and DM 16 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

5.7 – 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
- 7.16 – Green Belt
- 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 16 – Maintaining the Openness of the Green Belt and Metropolitan Open Land
- 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:

- 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.

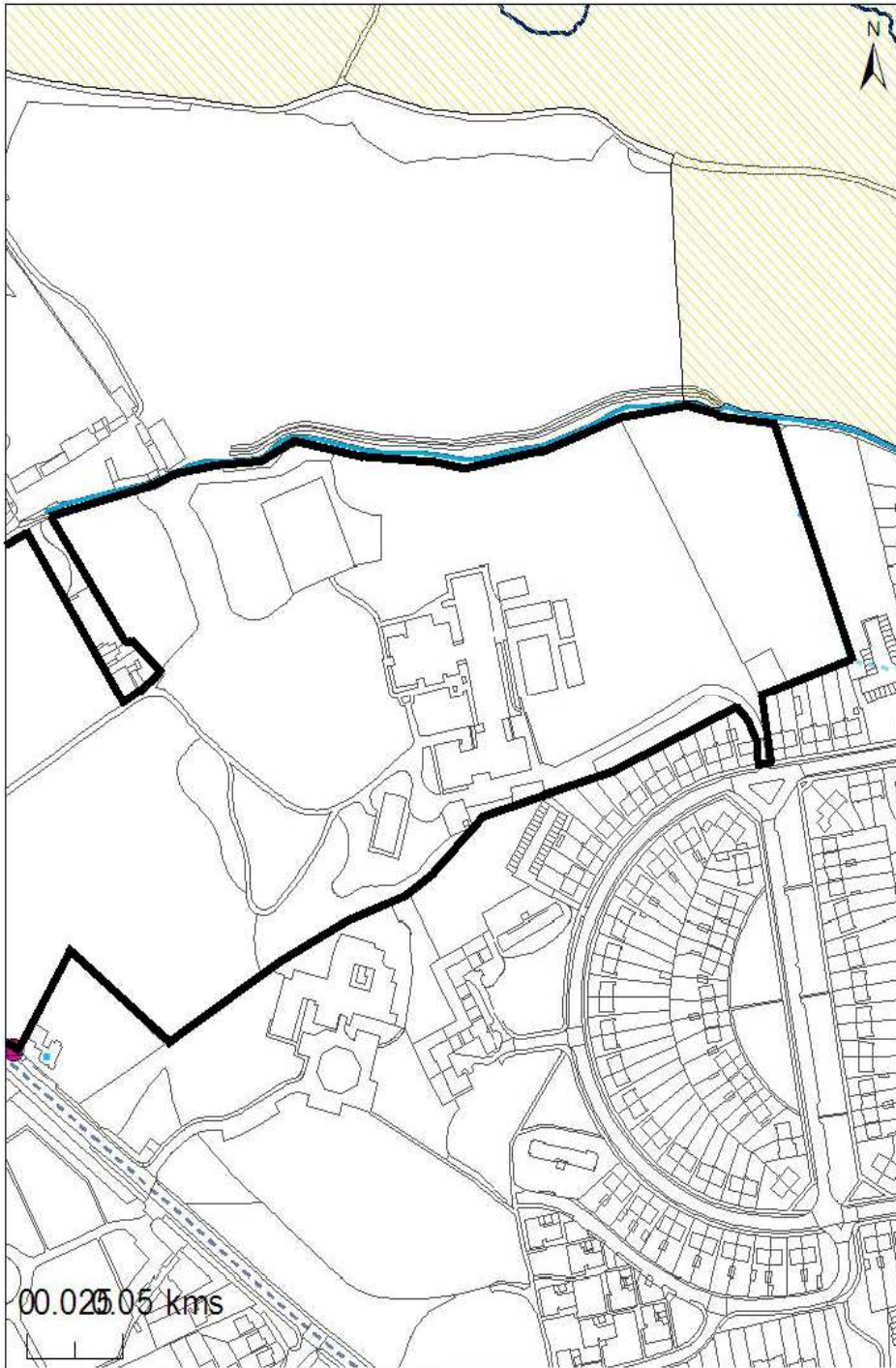
5 DUTY TO BE POSITIVE AND PROACTIVE

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: BREEAM Pre-Assessment Ref: CTN/7132612/AD Rev 01 (dated 19 February 2014); Drainage Impact Assessment Version 01 (dated, April 2014); Un-titled Surface Water Drainage Plan; Sustainability Report – Ref: KSc/7111910/JP Rev 01 (dated 2 April 2014); Statement of Community Involvement (February 2014); Document titled Bentley Wood Phase 2 – Draft programme for Planning Submission Only; Construction Method, Phasing Plan and Logistics Statement; Transport Assessment for the Expansion of Bentley Wood High School (April 2014); Phase 1 Preliminary Contamination Assessment Ref: DMB/771606/R1 (dated January 2014); Ecological Appraisal – Ref: 771606-REP-ENV-100 Rev 0 (dated February 2014); Planning, Design and Access Statement Rev. P2 – 09.04.14; Untitled document – Secured by Design Notes; 6335-P107 Rev P5; 6335-P108 Rev P3; 6335-P1003 Rev P1; 6335-P155 Rev P1; Bentley Wood High School Travel Plan (dated April 2014); 6335-P103 Rev P17; 6335-P102 Rev P17; 6335-P100 Rev P5; 6335-P101 Rev P17; 6335-P109 Rev P4; Letter from Thames Water, dated 17th March 2014; Document titled Storage Tank Design by Clark Smith Partnership – Bentley Wood High School - Classroom Block; 6335-P1005 Rev P1; 6335-P1004 Rev P3; 6335-P1002 Rev P7; S-100-12 Rev E1; S-100-10 Rev E1; Document titled: Classroom Block: Summary Statement of Specific Flood Resilience Measures Proposed Rev. P1 140523; Arboricultural Impact Assessment by A.T. Coombes Associates Ltd (dated 20th May 2014)

BENTLEY WOOD HIGH SCHOOL, BINYON CRESCENT, STANMORE



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SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

Item No: 2/01

Address: ST JOHN FISHER CATHOLIC PRIMARY SCHOOL, MELROSE ROAD, PINNER

Reference: P/1748/14

Description: CONSTRUCTION OF A SINGLE/TWO STOREY EXTENSION TO THE SOUTH EAST OF THE EXISTING BUILDING WITH PROVISION OF BALUSTRADES AT ROOF LEVEL AND ASSOCIATED ENTRANCE CANOPY; CONSTRUCTION OF SINGLE STOREY EXTENSION ADJACENT TO EXISTING HALL; ALTERATION TO EXISTING PARKING LAYOUT; HARD AND SOFT LANDSCAPING INVOLVING ALTERATION TO EXISTING HARD AND SOFT PLAY SPACES; NEW BOUNDARY TREATMENT; EXTERNAL ALTERATIONS INCLUDING RE-LOCATION OF CANOPY FROM MAIN FRONT ENTRANCE TO NORTH EAST ELEVATION; INVOLVING REMOVAL OF EXISTING MOBILE AND DEMOLITION OF CARETAKERS HOUSE (IN ASSOCIATION WITH THE EXPANSION OF THE EXISTING 2 FORM ENTRY PRIMARY SCHOOL TO A 3 FORM ENTRY PRIMARY SCHOOL)

Ward: HEADSTONE NORTH

Applicant: HARROW COUNCIL

Agent: LOM

Case Officer: NICOLA RANKIN

Expiry Date: 9th JULY 2014

RECOMMENDATION

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

INFORMATION

The application is reported to the Planning Committee because the Council is the applicant and has an interest in the land and therefore the proposal falls outside of category 1(h) of the Council's scheme of delegation.

Statutory Return Type: Minor Development

Council Interest: The Council is the applicant.

Gross Floorspace: 833sqm

Net additional Floorspace: 603sqm

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. St John Fisher Catholic Primary School is in the North West Primary Planning Area. The projections for this planning area indicate increased demand above 480 permanent reception places available in September 2013 requiring a further three schools to be permanently expanded by a form of entry. St John Fisher Catholic Primary School was approved by Harrow Cabinet on 13 March 2014 for permanent expansion with effect from September 2015.

Site Description

- St John Fisher School lies to the west of Cambridge Road and to the south of Melrose Road.
- The School occupies a flat site, with the school buildings located towards the eastern side and is surrounded to the east and west by hard and soft playing spaces.
- The site is occupied by a mixture of single and two storey linked blocks.
- The site features a small area of open space on the western side of the site. The hard and soft play spaces to the west are classified as a designated open space in the Harrow Local Area Map (2013).
- The southern side of the site abuts London Underground tube tracks.

- The surrounding area is residential, the closest streets to the school being Cambridge Road to the east and Kingsley Road and Melrose Road to the north which are all cul de sacs.
- There is an existing temporary mobile unit situated adjacent to the southern boundary of the site.
- There is a vehicle and pedestrian access points from Melrose Road and a pedestrian only access from Cambridge Road.
- 24 Car parking spaces are located along the northern boundary. There is also a mini roundabout within the site which enables vehicles to safely enter and exit the site.
- There are electricity pylons overhanging the front of the building to the east.

Proposal Details

- The application proposes construction of a single/two storey extension to the south east of the existing building with provision of balustrades at roof level and associated entrance canopy; construction of single storey extension adjacent to existing hall; alteration to existing parking layout; hard and soft landscaping involving alteration to existing hard and soft play spaces; new boundary treatment; external alterations including re-location of canopy from main front entrance to north east elevation; involving removal of existing mobile and demolition of caretakers house (in association with the expansion of the existing 2 form entry primary school to a 3 form entry primary school).
- The proposed single and two storey extension would be sited to the south east of the existing building. The proposed extension would be a rectangular shaped block with a subservient linking block. It would have a maximum width 33 metres and a depth of approximately 16.7.
- The proposed single/two storey extension would have a flat roof with a maximum height of 7.6 metres. Photovoltaic panels would be installed on the flat roof. The subservient linking element would have a height of approximately 6.3 metres. 1.1 metre high safety balustrades would be installed at roof level.
- The proposed single and two storey block would provide a new entrance for the school, 6 teaching classrooms and associated group spaces together with a staff room, administration and officer space.
- An additional single storey extension is proposed adjacent to the school hall to facilitate the provision of a reheat kitchen. This would have a width of approximately 3.3 metres and a maximum depth of 10 metres. It would have a flat roof with a maximum height of 3 metres.
- The existing 24 parking spaces would be relocated towards the western corner of the site adjacent to the existing turning circle. Two additional parking spaces would be provided. The caretakers house would be demolished to make space for the parking area in this location. The parking area would be fenced off with new internal 1.8 metre high security fencing.
- The existing parking areas would be reconfigured to provide additional hard play space.
- The area of soft play space would be converted to a Sport England size multi use games area (MUGA).
- The cycle storage area would be re-sited adjacent to the Cambridge Road entrance.
- The existing mobile classroom to the south of the site would be removed.
- The proposed extensions and other alterations are in association with the expansion of the school from a 2 Form Entry (420 pupils) to a 3 Form Entry (630 pupils). The proposed increase in numbers of pupils and staff will be incremental and will gradually increase over the next 7 years.

Relevant History

WEST/96/98/FUL Ground And First Floor Extensions For Two Form Entry School With Landscaping, Car Parking, Realigned Service Road, Dropping Off Zone And Travel Plan Deemed Refused 11/06/1999
Appeal withdrawn 02/06/1999

WEST/34/99/FUL Ground And First Floor Extension For 2 Form Entry School With Landscaping, Car Parking, Re-Aligned Service Road, And Dropping Off Zone, Supported By Travel Plan (Re-Submission)
Granted 27/05/1999

P/2888/12 Single Storey Extension To Form Two New Classrooms With New Entrance Lobby; External Alterations; Landscaping And Fencing
Granted 18-Feb-2013

Pre-Application Discussion

- N/A

Applicant Submission Documents

√ Design and Access Statement (summary)

- Position of the extension aids separation of play area from entrance and helps create a secure line.
- A MUGA surface is proposed to replace the existing area as this is not useable to the school throughout most of the year. An area of porous surface will be provided suitable for flexible use as a playground and also set up for team games such as 5 a side football.
- The demolition of the caretakers house will allow for reconfiguration of the car park to create safer on site movement, improve site security and provide increased play area.
- The two storey structure optimizes 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 level into the existing two storey building on site.
 - Minimal disruption to, and improvement of, the current internal configuration of the school.
 - Reduced impact on external hard play space.
 - 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 establishes effective year group clusters.

√ Statement of Community Involvement (summary)

- Harrow Council have consulted on the Primary School Expansion Programme and held consultation evenings at the schools about the increase in pupil numbers for the schools on 2nd October 2013.
- The proposals were considered by Harrow Council cabinet at a meeting on the 21st November 2013.
- A community consultation evening was held to consult on building proposals on 21st January 2014. This was run as a drop in session and the local community were

invited to examine the plans and discuss proposals with representatives of the school, Council, Framework contractor (Keepmoat) and Architect (LOM). Residents were invited to comment on the scheme and record comments on sheets or by email. The design of the proposal has responded to comments where practical and full details can be reviewed in the Statement of Community Involvement.

- ∇ Drainage Report
- ∇ Sustainability Statement
- ∇ Travel Plan
- ∇ Transport Assessment

Consultations:

London Underground: We have no objection in principle to the planning application but there are a number of potential constraints on the re-development of the site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that:

- Our right of support is not compromised
- The development will not have any detrimental effect on our structures either in the short term or long term
- The design must be such that the loading imposed on our structures is not increased or removed
- We offer no right of support to the development or the land

Therefore we request that the grant of planning permission be subject to a condition as follows:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- Provide details on all structures
- Accommodate the location of the existing London Underground structures
- Demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
- Demonstrate that there will be at no time any potential security risk to our railway, property and structures
- Accommodate ground movement arising from the construction there of
- Mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 'Land for Industry and Transport Supplementary Planning Guidance 2012.

Furthermore, the following informative should be added:

The applicant is advised to contact London Underground Infrastructure Protection in

advance of preparation of final design and associated method statements, in particular with regard to: demolition, drainage, excavation, construction methods, security, boundary treatment, safety barriers, landscaping and lighting.

Sport England: Sport England does not wish to comment on this particular application.

National Grid: No response received

Highways Authority: Overall the proposed mitigations for the expansion of St John Fisher Primary 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 comments.

Landscape Architect: The proposed new building, hard play area and additional car parking uses up nearly all the soft landscape areas within the site - including the only remaining soft play area and 3 No existing trees are to be removed. The site would be totally dominated by hard landscape; the site is already dominated by hard landscape, lack of vegetation and soft landscape. If the proposed development is approved details should be provided in relation to any soft landscape, shading for children when playing outdoors, interesting play spaces or any enhancement to the biodiversity. Replacement tree planting would be required.

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.

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 5: General Site Notification Expiry: 06.06.2014

Notifications

Sent: 99

Replies: 11

Expiry: 04.06.2014

Addresses Consulted

- 89-131 (odds) Cambridge Road
- 86-134 (evens) Cambridge Road
- 1-17 (odds) Melrose Road
- 2-32 (evens) Melrose Road
- 2-14(evens) Kingsley Road
- 675-681 Pinner Road

Summary of Responses

Traffic and Parking

- As a resident with a young family we already have issues with parking, the construction process is going to make the area even more congested.
- Large construction vehicles will cause more unnecessary disruption and out young children in danger.
- Parents of school children drive dangerously and damage parked cars.
- During the school pick up and drop the roads cannot handle the sheer volume of the vehicles it is currently used by. The additional form will increase the traffic by 50%.
- No traffic management is provided by the school or the Council.
- Residents are not able to park in their own roads.
- Inadequate parking and turning both for the expanded school and construction traffic.
- Incomplete consideration by the Council for alternatives after promising on the last expansion that no further expansion must happen because Melrose Road and Cambridge Road are cul de sacs.
- Increased road traffic danger which is not helped by the cessation of 20 minute free parking in Cambridge Road.
- An increase of 14 new staff will be needed to meet the extra intake and no more parking places will be provided within the school premises – staff members already park in the street taking up valuable space for residents.
- Residents are already prohibited with parking by yellow lines between certain times near the school and are unable to park by their homes at certain times of the day.
- The traffic will be intolerable for our narrow roads, especially in bad weather when more people drive.
- The proposed drop off point at the end of the alleyway in Marsh Road would be very dangerous and as there is little space as it borders the railway.
- It is proposed to change the footpath along Marsh Road but this land is privately owned by Green Lane Company in which many residents of Kingsley Road and Melrose Road have an interest.
- Inconsiderate parking by parents block driveways.
- Disabled spaces are often parked in.
- There is insufficient access for accident and emergency vehicles.
- The transport suggestions by Mott MacDonald are only suggestions and there are no firm proposals in place.
- The Travel Impact Assessment suggests that by increasing the school by 50%, the transport problems will remain as they are. The report notes it is difficult to accurately estimate the impact mitigation measures will have.
- Residents suggested that traffic should enter the site via Melrose Road and exit via Cambridge Road and this suggestion has not been considered.
- As a faith school, pupils tend to travel further to St John Fisher School than average which suggests more pupils are likely to travel by car.
- Previous traffic plan failed when the school last expanded and there is no consideration of this failure in the current plan

Residential Amenity

- The proposal will result in a loss of peace, quiet and privacy.
- Additional community use will lead to increased noise and disturbance for residents and further parking problems.

Other Issues

- The number of pupils is too small for the space.
- Only 10% of residents were in favour of the expansion so clearly to get this far 90% of residents wishes are just discarded and ignored.
- The extra vehicles would not be beneficial to the environment as a result of extra pollution.
- The proposed building would be very close to the railway and overhead power lines.
- The construction of the new building would result in noise, dust and inconvenience for residents.
- We feel that other schools in the area provide better options for expansion.
- There is a desperate need for additional school places in Harrow – please expand schools that have fair admissions policy and that are open to everyone regardless of their religion.

Community Consultation

- There are a number of incorrect statements in the Statement of Community Involvement. It states that the community have been won over to overwhelmingly support the expansion of St John Fisher School but there is no evidence to support this claim.
- The feedback survey did not ask residents regarding their support for the expansion.

Biodiversity

- The proposal may impact on biodiversity potential along the railway and the nearby allotments.

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

Public Transport Capacity and Safeguarding Land for Transport

Open Space

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”

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 removal of a time served building and 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 acceptable 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

The proposed extensions and alterations would be readily visible from public viewing points. The site is well screened along the eastern and southern boundaries by mature vegetation. Nevertheless, Officers consider that the proposed single/two storey extension block would not appear unduly prominent or out of place in relation to the existing buildings. Rather, views from adjacent public spaces and neighbouring residential properties would be seen within the context of the existing school buildings on the site and would not be over prominent or out of keeping. As such, the proposal would not be detrimental to the character and appearance of the locality and area.

The design and scale of the extension would be reflective of the surrounding school buildings. The building would be sited between approximately 17 to 40 metres from the eastern boundary which abuts the residential properties in Cambridge Road. The siting and size of the proposed classroom block is 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 location 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. As such, in officer's opinion, the proposed single/ two storey extension would not unduly impact on outlook for the closest neighbouring occupiers along Cambridge Road.

The existing school building is formed of two building types. The original school is comprised of white and grey panels and red brick. The second is a latter first floor extension in white steel, cladding panels with stair cores in red brick. The accompanying Design and Access statement highlights that the intention is to provide a new building which is visually separated from the others in order to successfully integrate with two different structure types. As the proposed extension would be different from the existing building this is considered to be appropriate. The main teaching block of the proposed extension would be clad in brick to complement the existing brick while the staff areas would be finished in white render. This approach is considered acceptable by officers and would harmonise with the existing structures on site. A condition is therefore recommended in respect of materials to ensure the extension would harmonise with the appearance of the existing school buildings.

Although the proposed windows on the extension would be larger than the adjacent windows on the existing building, there is a variety of windows in the existing school buildings and the design and access statement highlights that this design approach has been driven by the need for natural ventilation and energy efficiency. As such, it is proposed to finish the windows in dark grey in order to reduce their visual impact which officers consider to be acceptable.

The proposed single storey extension to the hall would be modest in scale and would integrate sufficiently with the existing adjacent buildings, subject to matching materials. The proposed re-siting of the canopy next to the link extension would appear acceptable. The other proposed external alterations including, associated new car park area, 1.8 metre high internal fence, new cycle parking area and associated hard and soft landscape works 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 main front elevation of the building would be oriented towards the southern side of the rear garden and properties along Cambridge Road. The rear corner of the closest dwellinghouse, No. 131 Cambridge Road would be sited approximately 36 metres away and the distance from the side boundary of the site would be 28 metres. The main rear elevations of the properties on the southern side of Cambridge Road face south west whereas the extension block would face south east. It is considered by officers that the distances as well as the orientation of the properties in relation to the proposed extension is sufficient to ensure that there would be no undue impact on the residential amenities of these occupiers on the southern side of Cambridge Road in terms of loss of outlook, loss of light and overshadowing and overlooking. Furthermore, there is a number of mature trees along the eastern boundary which would help screen views from rear gardens.

The front corner of the closest residential dwellings on the northern side of Cambridge Road, No.134/134A, would be some 29 metres away from the northern two storey corner of the building. This relationship is considered to be acceptable and is in keeping with the wider character and relationships between buildings that might be found within this suburban location. The angled relationship between the properties on the northern side of Cambridge would also ensure that there is no detrimental overlooking and loss of privacy as there no direct views from the extension block. In any case, the distances are also considered to sufficient to preclude any loss of privacy for these occupiers. In addition to the above mentioned distances, there is also substantial screening along the front boundary of the site which would restrict views to neighbouring gardens along Cambridge Road.

The proposed single storey extension adjacent to the hall would be modest in terms of scale and size and would not be visible from any of the neighbouring properties and would not therefore result in any adverse impacts.

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 results 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

Currently there are 24 car parking spaces situated adjacent to the northern boundary. Under these proposals, the car parking spaces would be re-located to the north western

corner of the site and two additional spaces would be provided, adjacent to the London underground tracks. As such officers consider that the re-siting of the car parking spaces would not give rise to unreasonable detrimental impacts in terms of noise and disturbance, particularly as the use of the site as a school predominantly between the hours of 9am to 5pm. The application is therefore considered to be acceptable in this regard.

Community Use of Facilities

The new school building is intended for school use only and the new building proposals do not change the existing arrangements regarding community use and access to facilities in terms of either facilities or timings. As such, this proposal would not give rise to any additional impacts on neighbouring residents over and above the existing situation.

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. 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 school is located in a residential area occupying a triangular site bounded by a railway line to the southwest, allotment gardens to the north and residential properties to the east. The school has an entrance for pedestrians only in Cambridge Road and the main entrance for pedestrians and vehicles on Melrose Road.

These roads are subject to 30mph speed restrictions, and there are no traffic calming measures or formal pedestrian crossing facilities on either road. However, there is a zebra crossing on Pinner Road in close proximity to the junction with Melrose Road.

Approximately 90% of the residents in Cambridge Road have off-street parking facilities. However this street suffers an element of commuter parking as it is in close proximity to North Harrow Tube Station. The areas near to the junction with Station Road are protected with double and single yellow line (DYL and SYL) waiting restrictions.

Melrose Road is narrow, with on-street parking available on the eastern side of the road and with very few private driveways for off-street. There is speed table at the junction with Pinner Road, and the area around the junction is protected with DYLS. Traffic levels within the immediate vicinity of the school are low apart from the school pick-up and drop-off periods. While the roads immediately adjacent to the school are not in controlled parking zones parts of Marsh Road are covered by a controlled parking zone (CPZ) operating on Monday to Friday from 11am to 12pm.

Pedestrians can enter the school via both entrances. Sections of footways near the Cambridge Avenue entrance are protected with guard rails. The Melrose Road entrance to the school is shared between pedestrians and vehicles, although there is a separate gate for each and footways are well defined within the school grounds.

There are a number of footpaths around the school originating from Marsh Road and from Woodlands. However, at the present time these footpaths are poorly maintained and this is likely to be the reason that only a limited number of pedestrians use these paths.

There are no cycle priority facilities in Melrose Road and Cambridge Road. However, Pinner Road, Marsh Road and Station Road do have a good coverage of cycle lanes. Based on the 2013 school travel plan, the number of pupils cycling to school has shown small increases, from 23 pupils in 2010 to 29 pupils in 2013.

Vehicles can only enter the school premises via the entrance on Melrose Road. This entrance is used by vehicles to access the school car park and for servicing and

deliveries. The Travel Impact Assessment observed that some parents use the roundabout within the school premises to turn around and to drop-off or pickup pupils. However, most parents use the surrounding streets for drop-off and pick-up. The main drop-off/pick-up points for parents are Melrose Road, Cambridge Road, Kingsley Road and Woodlands.

The surrounding roads including this section experiences heavy congestion during the peak drop-off and pick-up periods. As a result, vehicles find it difficult to access the school during the busy periods.

The design intentionally retains the roundabout that is currently used by some parents to turn around at the end of Melrose Road, in order to reduce the incidence of parents turning (including reversing movements) in the area currently covered by “school keep clear” zig-zag restrictions just outside the school entrance.

Transport impact and proposed mitigations

A “hands-up” survey was completed on 18 June 2013, and recorded in the school’s 2011 travel plan.

The survey indicated that the majority of pupils access the school by Park & Stride. Around 53% of pupils preferred to access the school either by walking or cycling. As with all primary schools, it is expected that the matter of achieving a higher cycling share of travel lies mainly with parents and their concerns over safety.

The TA showed that during the peak drop-off and pick-up periods, the observed roads experienced moderate congestion. This was due to the “friction” caused by parents moving slowly along these roads, which were narrowed by parking, both looking for parking places and giving way to parents traveling in the opposite direction. Because of this traffic, residents living in Kingsley Road and Melrose Road find it difficult to access Pinner Road during these periods, especially during the morning peak hour. However, the capacity of junctions is not a cause of concern during these periods.

Outside the morning drop-off and afternoon pick-up periods, the expansion of St John Fisher School will have no noticeable impact on traffic conditions. During those periods, while the relative increase in traffic volume is very large on Cambridge Road and Melrose Road considering the low background traffic, the absolute numbers are still relatively small.

Therefore the additional vehicle volume in itself is unlikely to cause any significant problems. However, the expected increases in illegal and inconsiderate parking will have an impact on the movement of all traffic, including those modest increases due to the school. While there is some daytime parking on Woodlands, there is sufficient space to accommodate this additional parking without causing safety or traffic management problems.

The traffic analysis shows that at worse the increase in traffic flow through the Station Road/Cambridge Road junction will be less than 10% of existing flows. This is within the typical daily variation in traffic flows and therefore does not justify detailed modeling.

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 crossing facilities in Melrose Road/Pinner Road junction to make the junction safer and more comfortable for pedestrians and cyclists.	A zebra crossing was introduced several years ago in Pinner Road close to the Melrose Avenue junction. The crossing was upgraded recently with zebrabrite halo type globes to make to crossing more conspicuous and advanced warning signs erected on the approaches.
Improve quality of Woodlands and Marsh Road pedestrian footpaths to encourage parents and pupils to use this facility.	This measure is supported.
Introduce double yellow line waiting restrictions at key junctions leading to the school to reduce congestion.	A localised review of parking restrictions around the school is supported.
Provision of speed calming measures and 20 mph speed restriction on Melrose Road and Cambridge Road to reduce the speed of the vehicles traveling on these two roads	This measure is supported in order to encourage greater use of walking and cycling.

The Highways Authority have made a firm commitment to the implementation of additional identified highway improvements and have outlined potential sources of funding by a combination of monies from the Local Implementation Plan and Harrow Capital budgets.

The details of the TA have been shared with representatives from traffic and parking team and the forecast impacts are based on the existing mode split for staff and students. The traffic and parking impacts, which are of most concern to residents, can be effectively reduced by a combination of physical infrastructure, enforcement, and through a strong School Travel Plan and education and training initiatives.

It should be noted that the school operates a park and stride scheme from the Cambridge Road car park and administers free parking permits for parents wishing to drop / pick up children in the car park to promote this venture.

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

Therefore officers consider that the Council’s current enforcement practices for schools

will need to be reviewed to ensure that there is a sufficiently frequent enforcement presence either in the form of mobile CCTV vehicles or parking attendants to act as a deterrent. Experience has shown that the presence of Civil Enforcement Officers (CEOs) is more likely to change the behaviour of drivers. The use of mopeds is considered the most effective way of responding to enforcement requests rather than using bicycles as suggested in the TA. In addition it should be noted that the council has recently procured two state of the art enforcement vehicles specifically to improve enforcement around schools.

School Travel Plans

Harrow places a strong emphasis on School Travel Plans (STP) 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.

Following the expansion of St John Fisher Primary School in 1999 from a 1 form entry primary school to a 2 form entry primary school (under planning permission W/96/98), the school carried out annual travel reviews to tackle a reduction in use of the private car as a means of travel to the site. This was secured through a section 106 obligation. The current school travel plan accompanying the application shows that since 2008 trips to the site by car have been reduced to 16% which is below the average for a school of this size. As such, it is considered St John Fisher School has clearly demonstrated a measured success in reducing associated impacts of car use.

The school's current STP is accredited to gold standard by TfL's STARS (Sustainable Travel Accredited & Recognised) scheme. This scheme rewards schools for efforts made toward reducing the travel impact of their activities.

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 maintain its Gold accreditation and strive to achieve further reductions in car mode split. Officers consider that the school should make every effort to increase the percentage of children cycling and scooting to school.

A separate application has been submitted alongside this planning application (Ref: P/1769/14) for a modification to the existing section 106 agreement on the site for new provisions relating to travel mitigation measures to address up to date circumstances.

Accordingly, it is considered that the existing section 106 agreement on the site can be modified to enable robust monitoring of the travel plan. This will ensure that levels of car usage do not increase beyond the existing levels and will encourage further reductions as a result of initiatives to promote sustainable modes of transport. If the gold accreditation level is maintained and in conjunction with the other mitigations measures identified above, the impact on the surrounding highway network is not anticipated to be greatly adversely affected over and above the existing situation.

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.

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.

Cycle Parking

In terms of bicycle parking, London Plan (2011) standards require 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 20 cycle parking spaces, 2 cycle pods and 2 scooter parking spaces available to staff and pupils which is broadly in line with London Plan Standards (2011) and is considered to be acceptable. 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 St John Fisher 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 ST John Fisher 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 legal agreement under associated application P/1748/14, 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).

Public Transport Capacity and Safeguarding Land for Transport

London Plan policies (2011) 6.1 and 6.2 outlines that development proposals should provide adequate safeguarding for strategic transport schemes outlined in table 6.1 by the Mayor of London. The proposed building would be sited close to the railway embankment to the south of the site. In this regard, the details of the application have been referred to London Underground who do not object to the development subject to further details in relation to proposed construction methods and construction access for the building to ensure the development would not unduly compromise any infrastructure and land belonging to London Underground. Accordingly a condition is recommended in relation to this. Subject to this condition, the proposal would satisfy policy 6.1 and 6.2 of the London plan (2011).

Open Space

London plan policy 7.18 sets out that “The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made with the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate. Core policy CS1 F of the Harrow Core Strategy outlines that Harrow’s open spaces will be managed as an interconnected, multifunctional environmental resource that contributes to biodiversity, adaptation to climate change, and to people’s health and well-being. The quantity and quality of existing open space shall not be eroded by inappropriate uses. It goes on to state that *“The reconfiguration of existing open space may be permitted where qualitative improvements and/or improved access can be secured without reducing the quantity of the open space.”*

Policy DM 18 of the Harrow Development Management Policies Local Plan outlines that *“Proposals for ancillary development on land identified as open space will be supported where a – it is necessary or would facilitate the proper functioning of the open space, b – it is ancillary to the use of the open space, c – it would be appropriate in scale and d – it would not detract from the open character of the site or surroundings”.*

As a result in the increased intensity of use of the site, it is proposed to re-place the existing soft play space to west with a Sport England size MUGA in order to provide facilities that are useable all year round for the increased numbers of children.

It is considered that the provision of a MUGA would be ancillary to the existing open space and would support its function as playing areas and as space for sports activities. Although the typology would alter, officers consider that the scale and use of the MUGA would not detract from the character and appearance of the locality or function of the existing space. Arguably, the proposals would increase the use of the open space by providing suitable areas for all year round sports and activities and clearly would meet an identified need as the intensity of the site increases. Notably Sport England have not objected to the proposals.

Officers consider that the proposal for development on open space, would therefore not conflict with the objectives of policy 7.18 of The London Plan (2011), policy DM 18 of the Harrow DMP LP (2013), policy CS1 F of the Harrow Core Strategy (2012) and the broad objectives of the NPPF, aimed at safeguarding open space from development.

Sustainability

London Plan policy 5.2 'Minimising Carbon Dioxide Emissions' defines the established hierarchy for assessing the sustainability aspects of new development. This policy sets out the 'lean, clean, green' approach, which is expanded in London Plan policies 5.3 to 5.11.

Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to "*utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials*"..."*Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity*". 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 Sustainability Assessment which identifies improvements above the baseline energy consumption and CO2 emissions. The report indicates the development can achieve a 22% reduction in carbon dioxide emissions above standard building regulations. A number of renewable energy technologies have been considered in order to achieve this target. Although, it should be noted that the proposed target reduction is not a requirement of The London Plan, given the application is not classified as a major development. Photovoltaics have been identified as the most likely technology to be installed on the new teaching block.

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. As 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. Overheating caused by solar gain is also avoided as the glazings to some classrooms have a north eastern aspect. Officers are satisfied that the teaching block will be highly sustainable and make a positive contribution to carbon reductions. For these reasons, 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 result in the loss of some trees and soft landscaping to the west and east of the main building. Whilst, it is acknowledged that the need for external hard play space for the expanded school limits opportunities for increasing green space, officers consider there is some potential for additional planting within the site to be provided. 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.

Level access will be provided to the building both internally and externally. Corridor widths would all have a minimum width of 1800mm and all doors would have a minimum clearance of 900mm. Disabled WCs are provided in the vicinity of the reception area and one disabled parking space is provided in the main car park. As it is not possible to provide the car park closer to the main school building due to there being no vehicle access, an intercom will be installed within this area to enable a call for assistance if required. A lift is proposed within the new build extension adjacent to the stair core. There is also an existing lift within the school and improvements to level changes within the existing buildings are proposed to ensure it is fully accessible. 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 DMP LP (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 majority of the trees on the site can be retained with the exception of one B category and two C category trees located in the area of the proposed extension. It is proposed to replace the trees on a one for one basis, with three native ornamental species 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 trees and soft landscaping 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. On balance, officers consider that the improvement to educational facilities and measures to support the expanded school in this case would outweigh the loss of trees in this location, particularly as the loss can be mitigated to some extent by new soft landscaping.

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 as well as provision of a hard and soft landscape strategy for the site to mitigate for the loss of the soft play area to the west. Accordingly, conditions are 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 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"*.

St John Fisher School lies in flood zone 1 and therefore has a low risk of fluvial flooding. There is an open watercourse which runs adjacent to the northern and eastern boundaries of the site. However, the extension would not be within 5 metres of this which would comply with Harrow Council drainage requirements. 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 adjacent to the extension block and under the new car park area 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. At the time of preparation of this report officers are still awaiting additional details in respect of surface water storage and attenuation details. 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

- As a resident with a young family we already have issues with parking, the construction process is going to make the area even more congested.
- Large construction vehicles will cause more unnecessary disruption and out young children in danger.
- Parents of school children drive dangerously and damage parked cars.
- During the school pick up and drop the roads cannot handle the sheer volume of the vehicles it is currently used by. The additional form will increase the traffic by 50%.
- No traffic management is provided by the school or the Council.
- Residents are not able to park in their own roads.
- Inadequate parking and turning both for the expanded school and construction traffic.
- Incomplete consideration by the Council for alternatives after promising on the last expansion that no further expansion must happen because Melrose Road and Cambridge Road are cul de sacs.
- Increased road traffic danger which is not helped by the cessation of 20 minute free parking in Cambridge Road.
- An increase of 14 new staff will be needed to meet the extra intake and no more parking places will be provided within the school premises – staff members already park in the street taking up valuable space for residents.
- Residents are already prohibited with parking by yellow lines between certain times near the school and are unable to park by their homes at certain times of the day.
- The traffic will be intolerable for our narrow roads, especially in bad weather when more people drive.
- The proposed drop off point at the end of the alleyway in Marsh Road would be very dangerous and as there is little space as it borders the railway.
- It is proposed to change the footpath along Marsh Road but this land is privately owned by Green Lane Company in which many residents of Kingsley Road and Melrose Road have an interest.
- Inconsiderate parking by parents block driveways.

- Disabled spaces are often parked in.
 - There is insufficient access for accident and emergency vehicles.
 - The transport suggestions by Mott MacDonald are only suggestions and there are no firm proposals in place.
 - The Travel Impact Assessment suggests that by increasing the school by 50%, the transport problems will remain as they are. The report notes it is difficult to accurately estimate the impact mitigation measures will have.
 - Residents suggested that traffic should enter the site via Melrose Road and exit via Cambridge Road and this suggestion has not been considered.
 - As a faith school, pupils tend to travel further to St John Fisher School than average which suggests more pupils are likely to travel by car.
 - Previous traffic plan failed when the school last expanded and there is no consideration of this failure in the current plan.
- ∇ It is acknowledged that traffic levels and disruption will be higher throughout the construction process than is normally the case. However, concerns regarding construction on a live site are to be managed by the contractor for the work. A construction methods and logistics plan identifies measures that will be implemented on site so that as far as possible, operational safety will be achieved during construction including the management of vehicles within the site and on the local highway network. A condition is attached to this permission which would prevent construction vehicles entering and exiting the site during peak times. It is considered that the proposed construction could be achieved successfully in an operational school environment. It is also considered that temporary disruption and additional noise needs to be weighed in balance against the significant policy support for expanding schools.
- ∇ The Council are not able to fully control the impacts with regard to driver's behaviour during peak drop off and peak times such as dangerous driving and inconsiderate parking. However, it is accepted that the Council can make a contribution to help mitigate and deter this behaviour as far as possible. As outlined in the above appraisal, the Council has recently purchased two state of the art mobile enforcement vehicles to ensure that any driving offences are dealt with and to encourage others to drive responsibly around the school site. The Highways Authority have also made a firm commitment to introduce speed calming measures along Melrose Road and Cambridge Road to improve highway safety.
- ∇ Although St John Fisher School has a large catchment area, it also has a gold accredited school Travel Plan by the Transport for London STAR scheme. The school has demonstrated a measured success in reduction of car use over the last 6 years. The school will be expected to maintain this level and this will be monitored by the Council and secured by a legal agreement.
- ∇ The Travel Impact Assessment has been undertaken by Mott Macdonald, an independent consultant. The Local Highways Authority has considered the suggestions outlined in the report and have identified funding and made commitments to several mitigations measures proposed. It is fully acknowledged that it is not possible to fully quantify the impact of mitigation measures outlined in the TA at this stage, as this is dependent on a number of factors, including the co-operation of parents, change in attitudes and behaviours of parents, pupils and staff and endorsement and ownership of an effective school travel plan by the head teacher. As discussed the Council will closely monitor the school TP to ensure the traffic conditions remain within acceptable levels for residents.
- ∇ The Local Highways Authority have outlined that they will support measures to

improve the Marsh Lane and Woodlands pedestrian footpaths to encourage walking and cycling to the school. Some residents have expressed concerns regarding the ownership of the pedestrian footpath from Marsh Lane. However, this would not prevent improvements being made to this area for example through improved surfacing and lighting, subject to this being agreed with the landowner. Any future planning application for works to provide additional lighting and improve the footpath surfacing would require the need to consult with residents to allow them the opportunity to comment.

- ∇ A number of residents have expressed concerns in relation to the lack of increased parking facilities for increased numbers of staff. However, the results of the Travel Impact Assessment found that it would not be possible to increase parking on the site due to the need to retain the turning circle for safe access and egress from staff and parents. The site is heavily constrained in terms of space required for outdoor play and there are no opportunities to increase parking within the site. Similarly due to site constraints including building locations and hard play spaces, it would not be appropriate to allow vehicles to enter the site via Melrose Road and exit at Cambridge Road as this would give rise to adverse impacts in terms of highway safety.

Residential Amenity

- The proposal will result in a loss of peace, quiet and privacy.
- Additional community use will lead to increased noise and disturbance for residents and further parking problems.
- ∇ This is discussed in section 3 of the above appraisal.

Other Issues

- The number of pupils is too small for the space.
- ∇ Assessment of space requirements, including outdoor play, has been undertaken in accordance with BB99 guidance. Officers are advised that the BB99 figures are intended for guidance only and are not absolute rules. The existing school was compared against BB99 guidance for 3 forms of entry. This highlighted that there was a shortfall in adequate internal spaces in a number of areas across the school. The applicants claim the current proposal would make significant improvements in terms of internal layout of spaces and sizes and would bring the overall school up to BB99 guidance area provision for a 3FE primary school. It is a matter for the Council as education authority to determine under what circumstances the guidelines within BB99 are followed. The guidelines have no policy status for planning decisions.
- The extra vehicles would not be beneficial to the environment as a result of extra pollution.
- ∇ It is considered that the potential modest uplift in vehicles travelling to the site would not have a significant impact on air quality and would not warrant the need for an air quality assessment to be undertaken.
- The proposed building would be very close to the railway and overhead power lines.
- ∇ London Underground and National Grid have both been consulted on the proposals and have been given the opportunity to comments on the siting of the building. Notably London Underground has not objected to the development. Despite the location of the building. The accompanying Design and Access Statement highlights that the windows will be mechanically ventilated to avoid any issues of noise for pupils. However, the internal noise levels of the building have no policy status for planning decisions.
- The construction of the new building would result in noise, dust and inconvenience for residents.

- ∇ This is addressed by the construction, phasing and logistics plan submitted with the application.
- We feel that other schools in the area provide better options for expansion.
- ∇ A total of 17 other schools are proposed for expansion across the borough due to growing educational need. In any case, every application must be considered on its own individual merits.
- There is a desperate need for additional school places in Harrow – please expand schools that have fair admissions policy and that are open to everyone regardless of their religion.
- ∇ This is not a material planning consideration.

Community Consultation

- There are a number of incorrect statements in the Statement of Community Involvement. It states that the community have been won over to overwhelmingly support the expansion of St John Fisher School but there is no evidence to support this claim.
- The feedback survey did not ask residents regarding their support for the expansion.
- Only 10% of residents were in favour of the expansion so clearly to get this far 90% of residents wishes are just discarded and ignored.
- ∇ All written representations have been accounted for and considered within the Statement of Community Involvement. The overall numbers of support and against have been based on written feedback from residents through both the statutory consultation and planning application community consultation process. As outlined, within the Statement of Community Involvement submitted with the application, *“Statutory consultation for the expansion of St John Fisher School began on 16th September 2013 and lasted for six weeks....Information packs and response forms were made available in short and long term to expand the school and invited to get involved...Responses sought answers to the following questions:*
 - *Do you agree with Harrow Council’s approach to creating additional school places in Harrow?*
 - *Do you agree with the proposal to permanently expand St John Fisher School?”*

Following this several events took place at the school and all responses were collated and made public in the interest of transparency. Events were published widely in the press, via text, by letter and through the Council’s Web page. Overall, officers consider that the measures taken mean that the Council has met its statutory consultation obligations in respect of this planning application.

Biodiversity

- The proposal may impact on biodiversity potential along the railway and the nearby allotments.
- ∇ The building will not encroach on any land adjacent to the railway or the nearby allotments and as such there would be no impact on the biodiversity value of these areas.

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 buildings

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: Design & Access Statement – Ref – 1505-5.4-001 DAS.docx; 1505-PP-01; 1505-PP-02; 1505-PP-03; 1505-PP-04; St John Fisher Catholic Primary School Travel Plan (March 2014); Document titled: Overview of Harrow Councils Primary School Expansion Programme; Document titled: School Expansion Programme 2014-2015; Arboricultural Impact Assessment by A.T Coombes Associates (dated 5th February 2014); LO1524 – St John Fisher School – Drainage Strategy; Statement of Community Involvement (May 2014); Transport Assessment by Mott MacDonald (by May 2014); 1505-SK-07; 1505-PP-01; Untitled Plan-aerial site view; LO1528/DR00; LO1528/DR02; LO1524/DR04; St John Fisher School by Mott MacDonald, dated 26.02.2014; Construction method, Phasing Plan and Logistics Statement; Sustainability Report – Ref: KSc/7151134/JP Rev 01 (dated 6 May 2014); 1505-PP-06; 1505-PP-05; LO15254/DR04 Rev P2; Letter from Hydro International, dated 27th May 2014; Un-numbered drawing (geocellular attenuation tank); LO1524/DR01 Rev P4; Drainage Storage Calculations

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

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

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

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

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

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

6 The development hereby permitted, shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment at St John Fisher Catholic Primary School, Harrow by A.T Coombes Associates (dated 5th February 2014). This will include that replacement tree planting is provided and that the details are submitted for approval in accordance with condition 4 of this permission, arboricultural supervision is undertaken throughout the project and the development shall be 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).

7 The buildings hereby permitted shall not be occupied until details of works for the disposal of sewage 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 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 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).

10 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 Polices Local Plan (2013), and Section 17 of the Crime & Disorder Act 1998.

11 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- Provide details on all structures
- Accommodate the location of the existing London Underground structures
- Demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
- Demonstrate that there will be at no time any potential security risk to our railway, property and structures
- Accommodate ground movement arising from the construction there of
- Mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements

in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.
REASON: To ensure that the development does not impact on existing London underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 'Land for Industry and Transport Supplementary Planning Guidance 2012.

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

5.21 – Contaminated Land

6.1 – Strategic Approach

6.2 – Providing public transport capacity and safeguarding public land for transport

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

7.18 – Protecting local open space and addressing local deficiency

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 15 – Contaminated Land

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 18 - Protection of Open Space
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)
Transport Supplementary Planning Guidance (2012).

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

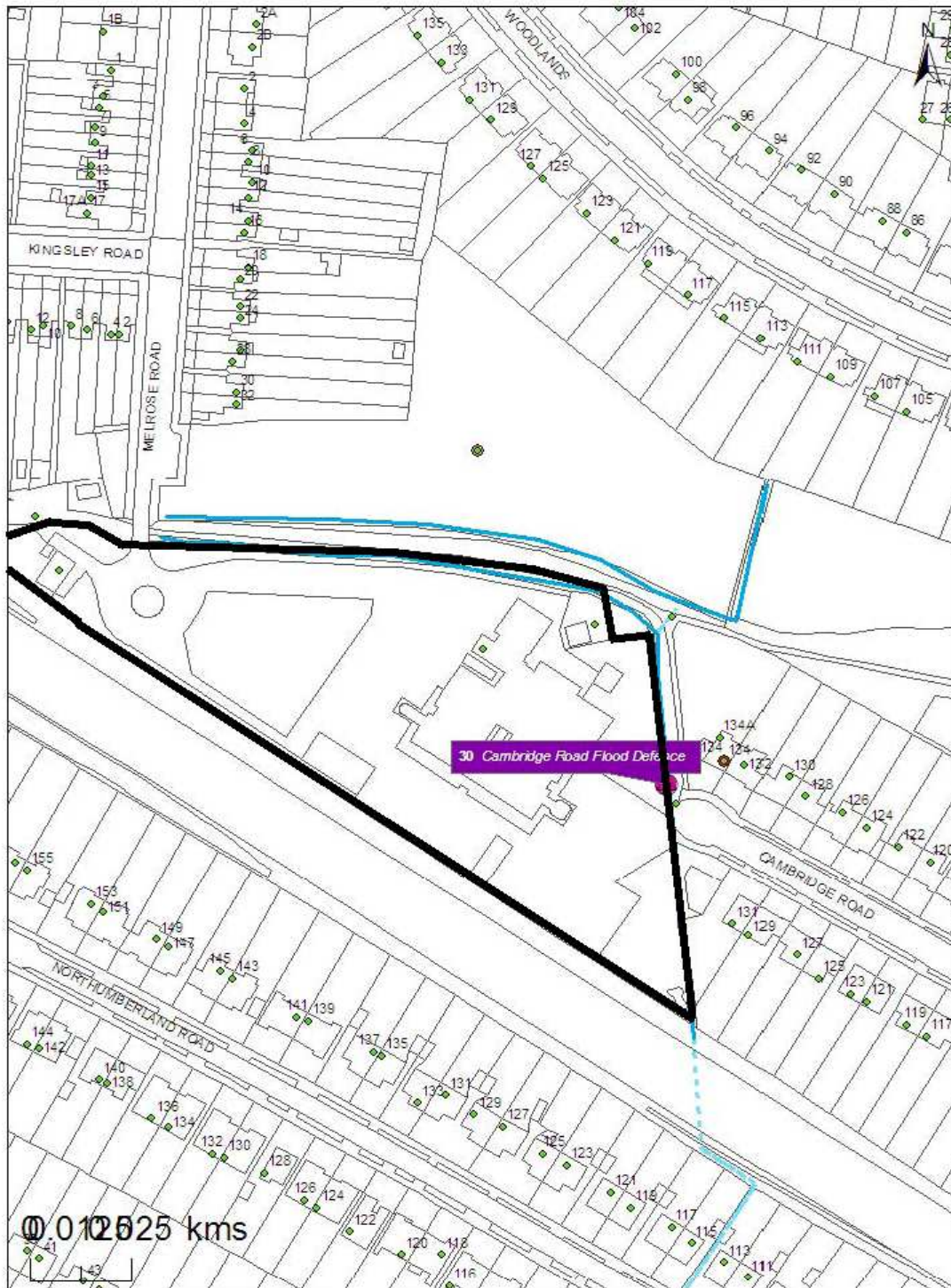
Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

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.

6 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition, drainage, excavation, construction methods, security, boundary treatment, safety barriers, landscaping and lighting.

Plan Nos: Design & Access Statement – Ref – 1505-5.4-001 DAS.docx; 1505-PP-01; 1505-PP-02; 1505-PP-03; 1505-PP-04; St John Fisher Catholic Primary School Travel Plan (March 2014); Document titled: Overview of Harrow Councils Primary School Expansion Programme; Document titled: School Expansion Programme 2014-2015; Arboricultural Impact Assessment by A.T Coombes Associates (dated 5th February 2014); LO1524 – St John Fisher School – Drainage Strategy; Statement of Community Involvement (May 2014); Transport Assessment by Mott MacDonald (by May 2014); 1505-SK-07; 1505-PP-01; Untitled Plan-aerial site view; LO1528/DR00; LO1528/DR02; LO1524/DR04; St John Fisher School by Mott MacDonald, dated 26.02.2014; Construction method, Phasing Plan and Logistics Statement; Sustainability Report – Ref: KSc/7151134/JP Rev 01 (dated 6 May 2014); 1505-PP-06; 1505-PP-05; LO15254/DR04 Rev P2; Letter from Hydro International, dated 27th May 2014; Un-numbered drawing (geocellular attenuation tank); LO1524/DR01 Rev P4; Drainage Storage Calculations

ST JOHN FISHER SCHOOL, MELROSE ROAD, PINNER



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Item No: 2/02

Address: ST JOHN FISHER CATHOLIC PRIMARY SCHOOL, MELROSE ROAD, PINNER

Reference: P/1769/14

Description: APPLICATION FOR MODIFICATION OF SECTION 106 AGREEMENT DATED 27/05/1999 RELATING TO LAND AT ST JOHN FISHER FIRST AND MIDDLE SCHOOL, MELROSE ROAD, PINNER TO REPLACE SCHEDULE 2 PARAGRAPH 1 WITH NEW PROVISIONS RELATING TO THE SUSTAINABLE TRAVEL PLAN FOR THE SCHOOL AND TRAVEL MITIGATION MEASURES.

Ward: HEADSTONE NORTH

Applicant: HARROW COUNCIL

Agent: LOM

Case Officer: NICOLA RANKIN

Expiry Date: 3rd JULY 2014

RECOMMENDATION

GRANT subject to the landowner entering a Deed of Variation with the Council on the terms set out below. Delegated 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 Section 106 agreement and to agree any minor amendments to the conditions or the legal agreement.

1. Delete Schedule 2, paragraph 1 of section 106 agreement dated 27th May 1999 relating to land at St John Fisher First and Middle school, Melrose Road, Pinner and insert new provisions relating to a sustainable travel plan and travel mitigation measures, and insertion of new definitions. Sustainable Travel Plan and Travel Plan Mitigation measures to include:
 - a. An annual travel plan shall be submitted to the Local Planning Authority for review each year of the expansion period. The school are to maintain Gold accreditation standard throughout their expansion.
 - b. If the school fails to maintain gold accreditation standard, a contribution of 5k shall be made to encourage walking as a mode of travel to the school. This money would be directed towards facilitating improvements to the adjacent pedestrian footpaths as identified in the Travel Impact Assessment.
2. Planning Administration Fee: Payment of administration fee for the monitoring of and compliance with the agreement.
3. Legal Fees: Payment of harrow Council's reasonable costs in the preparation of the legal agreement.

INFORMATION

The application is reported to the Planning Committee because the Council is the applicant and has an interest in the land as Local Education Authority and the application has received a number of objections, and it is in the opinion of the Divisional Director of Planning controversial and of significant public interest. Therefore the proposal falls outside of proviso E of the Council's scheme of delegation.

Statutory Return Type: Minor Development

Council Interest: The Council is the applicant.

Gross Floorspace: n/a

Net additional Floorspace: n/a

GLA Community Infrastructure Levy (CIL) Contribution (provisional): n/a

Harrow Community Infrastructure Levy (CIL) Contribution (provisional): n/a

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. St John fisher Catholic Primary School is in the North West Primary Planning Area. The projections for this planning area indicate increased demand above 480 permanent reception places available in September 2013 requiring a further three schools to be permanently expanded by a form of entry. St John Fisher Catholic Primary School was approved by Harrow Cabinet on 13 March 2014 for permanent expansion with effect from September 2015.

Site Description

- St John Fisher School lies to the west of Cambridge Road and to the south of Melrose Road.
- The School occupies a flat site, with the school buildings located towards the eastern side and is surrounded to the east and west by hard and soft playing spaces.
- The site is occupied by a mixture of single and two storey linked blocks.
- The site features a small area of open space on the western side of the site. The hard and soft play spaces to the west are classified as a designated open space in the Harrow Local Area Map (2013).
- The southern side of the site abuts London Underground tube tracks.
- The surrounding area is residential, the closest streets to the school being Cambridge Road to the east and Kingsley Road and Melrose Road to the north which are all cul de sacs.
- There is an existing temporary mobile unit situated adjacent to the southern boundary of the site.
- There is a vehicle and pedestrian access points from Melrose Road and a pedestrian only access from Cambridge Road.
- 24 Car parking spaces are located along the northern boundary. There is also a mini roundabout within the site which enables vehicles to safely enter and exit the site.
- There are electricity pylons overhanging the front of the building to the east.

Proposal Details

- This is an application to modify a Section 106 Agreement dated 27/05/1999, relating to land at St John Fisher Catholic Primary School.
- The original Section 106 Agreement, includes an obligation on the school to limit the number of car trips to the school beyond the levels in 1998. This application seeks to amend this obligation to insert new provisions relating to the sustainable travel plan and travel mitigation measures as a result of proposed expansion plans to provide additional needed educational space as outlined above.
- The school intends to expand the school by 1 form of entry. The school capacity would be increased from a 2 Form Entry (420 pupils) to a 3 Form Entry (630 pupils). The proposed increase in numbers of pupils and staff will be incremental and will gradually increase over the next 7 years.
- In place of the original provisions, this application seeks to insert a number of new clauses and obligations that relates to a Travel Plan, its implementation, monitoring and enforcement to support the expansion plans.
- As part of this, the application would insert a number of new definitions into the original Section 106 Agreement.

Relevant History

WEST/96/98/FUL Ground And First Floor Extensions For Two Form Entry School With Landscaping, Car Parking, Realigned Service Road, Dropping Off Zone And Travel Plan Deemed Refused 11/06/1999
Appeal withdrawn 02/06/1999

WEST/34/99/FUL Ground And First Floor Extension For 2 Form Entry School With Landscaping, Car Parking, Re-Aligned Service Road, And Dropping Off Zone, Supported By Travel Plan (Re-Submission)
Granted 27/05/1999

P/2888/12 Single Storey Extension To Form Two New Classrooms With New Entrance

Lobby; External Alterations; Landscaping And Fencing
Granted 18-Feb-2013

P/1748/14 Construction of a single/two storey extension to the south east of the existing building with provision of balustrades at roof level and associated entrance canopy; construction of single storey extension adjacent to existing hall; alteration to existing parking layout; hard and soft landscaping involving alteration to existing hard and soft play spaces; new boundary treatment; external alterations including re-location of canopy from main front entrance to north east elevation; involving removal of existing mobile and demolition of caretakers house (in association with the expansion of the existing 2 form entry primary school to a 3 form entry primary school).

Expiry: 3-JUL-2014

Pre-Application Discussion

- N/A

Applicant Submission Documents

- Supporting Statement
- Travel Plan
- Transport Assessment

Consultations:

Highways Authority: Overall the proposed mitigations for the expansion of St John Fisher Primary 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.

Advertisement

Site Notice x 5: General Site Notification Expiry: 06.06.2014

Notifications

Sent: 99

Replies: 02

Expiry: 04.06.2014

Addresses Consulted

- 89-131 (odds) Cambridge Road
- 86-134 (evens) Cambridge Road
- 1-17 (odds) Melrose Road
- 2-32 (evens) Melrose Road
- 2-14(evens) Kingsley Road
- 675-681 Pinner Road

Summary of Responses

Traffic and Parking

- As a resident with a young family we already have issues with parking, the construction process is going to make the area even more congested.
- Large construction vehicles will cause more unnecessary disruption and out young children in danger.

- Parents of school children drive dangerously and damage parked cars.
- During the school pick up and drop the roads cannot handle the sheer volume of the vehicles it is currently used by. The additional form will increase the traffic by 50%.
- No traffic management is provided by the school or the Council.
- Residents are not able to park in their own roads.
- Inadequate parking and turning both for the expanded school and construction traffic.
- Incomplete consideration by the Council for alternatives after promising on the last expansion that no further expansion must happen because Melrose Road and Cambridge Road are cul de sacs.
- Increased road traffic danger which is not helped by the cessation of 20 minute free parking in Cambridge Road.
- An increase of 14 new staff will be needed to meet the extra intake and no more parking places will be provided within the school premises – staff members already park in the street taking up valuable space for residents.
- Residents are already prohibited with parking by yellow lines between certain times near the school and are unable to park by their homes at certain times of the day.
- The traffic will be intolerable for our narrow roads, especially in bad weather when more people drive.
- The proposed drop off point at the end of the alleyway in Marsh Road would be very dangerous and as there is little space as it borders the railway.
- It is proposed to change the footpath along Marsh Road but this land is privately owned by Green Lane Company in which many residents of Kingsley Road and Melrose Road have an interest.
- Inconsiderate parking by parents block driveways.
- Disabled spaces are often parked in.
- There is insufficient access for accident and emergency vehicles.
- The transport suggestions by Mott MacDonald are only suggestions and there are no firm proposals in place.
- The Travel Impact Assessment suggests that by increasing the school by 50%, the transport problems will remain as they are. The report notes it is difficult to accurately estimate the impact mitigation measures will have.
- Residents suggested that traffic should enter the site via Melrose Road and exit via Cambridge Road and this suggestion has not been considered.
- As a faith school, pupils tend to travel further to St John Fisher School than average which suggests more pupils are likely to travel by car.
- Previous traffic plan failed when the school last expanded and there is no consideration of this failure in the current plan

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 and Impact on Traffic and Parking
Planning Obligations
S17 Crime & Disorder Act
Consultation Responses
Equalities and Human Rights

Principle of Development and Impact on Traffic and Parking

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 removal of a time served building and the provision of permanent educational facilities with a high standard of design and layout to provide much needed school places within the existing community.

Planning permission WEST/96/98/FUL gave consent for a number of alterations and extensions to St John Fisher School. As part of the approved planning permission, the School and land owners (Westminster Roman Catholic Diocese) entered in to a legal agreement (dated 27/05/1999) with the Council, which required the school to monitor modes of travel to the school and reduce use of car travel. Throughout the previous expansion, the school submitted annual travel plans and were required to limit the numbers of car trips beyond levels in 1998. Schedule 2, paragraph 1 states that:

“ The developer shall procure the implementation of a travel plan by the school such that the number of car trips to the school do not increase beyond the levels identified in February 1998”.

The restriction on the number of car trips was intended to ensure that the amenities of the adjacent residential occupiers, insofar as traffic movements to and from the site, were protected.

The School now wishes to increase the number of students attending the school from 420 to 630. This application would remove paragraphs 2.1 and replace it with a new paragraph that would remove the restriction in terms of 1998 car trips and replace it with a new clause for the school to submit an annual travel plan to the local authority for review and to require them to maintain their Transport for London (TFL) gold accreditation status and travel plan targets. Additionally, a further clause would be inserted to ensure targets were maintained and would require a contribution of 5k to be made in respect of promoting walking as a means of travel to the school, should they fail to maintain their gold TFL travel plan status.

The Travel Plan would be submitted by the school to the Council in writing for approval each year of the expansion, and would set out a series of measures to reduce traffic movements to and from the school at peak times, and so therefore to reduce the current level of congestion that is experienced. The annual Travel Plan would include specific targets, including modal shift targets to encourage people to use alternative means of transport other than the private car, and a monitoring report identifying how these targets are being met.

The Council's Highway Authority has reviewed the submitted Transport and Amenity Impact Assessment documents, and has provided the following analysis of the traffic generation and parking issues, and has draft Travel Plan submitted by the School:

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 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. 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 school is located in a residential area occupying a triangular site bounded by a railway line to the southwest, allotment gardens to the north and residential properties to the east. The school has an entrance for pedestrians only in Cambridge Road and the main entrance for pedestrians and vehicles on Melrose Road.

These roads are subject to 30mph speed restrictions, and there are no traffic calming measures or formal pedestrian crossing facilities on either road. However, there is a zebra crossing on Pinner Road in close proximity to the junction with Melrose Road.

Approximately 90% of the residents in Cambridge Road have off-street parking facilities. However this street suffers an element of commuter parking as it is in close proximity to North Harrow Tube Station. The areas near to the junction with Station Road are protected with double and single yellow line (DYL and SYL) waiting restrictions.

Melrose Road is narrow, with on-street parking available on the eastern side of the road and with very few private driveways for off-street. There is speed table at the junction with Pinner Road, and the area around the junction is protected with DYLs. Traffic levels within the immediate vicinity of the school are low apart from the school pick-up and drop-off periods. While the roads immediately adjacent to the school are not in controlled parking zones parts of Marsh Road are covered by a controlled parking zone (CPZ) operating on Monday to Friday from 11am to 12pm.

Pedestrians can enter the school via both entrances. Sections of footways near the Cambridge Avenue entrance are protected with guard rails. The Melrose Road entrance to the school is shared between pedestrians and vehicles, although there is a separate gate for each and footways are well defined within the school grounds.

There are a number of footpaths around the school originating from Marsh Road and from Woodlands. However, at the present time these footpaths are poorly maintained and this is likely to be the reason that only a limited number of pedestrians use these paths.

There are no cycle priority facilities in Melrose Road and Cambridge Road. However, Pinner Road, Marsh Road and Station Road do have a good coverage of cycle lanes. Based on the 2013 school travel plan, the number of pupils cycling to school has shown small increases, from 23 pupils in 2010 to 29 pupils in 2013.

Vehicles can only enter the school premises via the entrance on Melrose Road. This entrance is used by vehicles to access the school car park and for servicing and deliveries. The Travel Impact Assessment observed that some parents use the roundabout within the school premises to turn around and to drop-off or pickup pupils. However, most parents use the surrounding streets for drop-off and pick-up. The main drop-off/pick-up points for parents are Melrose Road, Cambridge Road, Kingsley Road and Woodlands.

The surrounding roads including this section experiences heavy congestion during the peak drop-off and pick-up periods. As a result, vehicles find it difficult to access the school during the busy periods.

The design intentionally retains the roundabout that is currently used by some parents to turn around at the end of Melrose Road, in order to reduce the incidence of parents turning (including reversing movements) in the area currently covered by “school keep clear” zig-zag restrictions just outside the school entrance.

Transport impact and proposed mitigations

A “hands-up” survey was completed on 18 June 2013, and recorded in the school’s 2011 travel plan.

The survey indicated that the majority of pupils access the school by Park & Stride. Around 53% of pupils preferred to access the school either by walking or cycling. As with all primary schools, it is expected that the matter of achieving a higher cycling share of travel lies mainly with parents and their concerns over safety.

The TA showed that during the peak drop-off and pick-up periods, the observed roads experienced moderate congestion. This was due to the “friction” caused by parents moving slowly along these roads, which were narrowed by parking, both looking for parking places and giving way to parents traveling in the opposite direction. Because of this traffic, residents living in Kingsley Road and Melrose Road find it difficult to access Pinner Road during these periods, especially during the morning peak hour. However, the capacity of junctions is not a cause of concern during these periods.

Outside the morning drop-off and afternoon pick-up periods, the expansion of St John Fisher School will have no noticeable impact on traffic conditions. During those periods, while the relative increase in traffic volume is very large on Cambridge Road and Melrose Road considering the low background traffic, the absolute numbers are still relatively small.

Therefore the additional vehicle volume in itself is unlikely to cause any significant problems. However, the expected increases in illegal and inconsiderate parking will have an impact on the movement of all traffic, including those modest increases due to the school. While there is some daytime parking on Woodlands, there is sufficient space to accommodate this additional parking without causing safety or traffic management problems.

The traffic analysis shows that at worst the increase in traffic flow through the Station Road/Cambridge Road junction will be less than 10% of existing flows. This is within the typical daily variation in traffic flows and therefore does not justify detailed modeling.

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 crossing facilities in Melrose Road/Pinner Road junction to make the junction safer and more comfortable for pedestrians and cyclists.	A zebra crossing was introduced several years ago in Pinner Road close to the Melrose Avenue junction. The crossing was upgraded recently with zebrabrite halo type globes to make the crossing more conspicuous and advanced warning signs erected on the approaches.
Improve quality of Woodlands and Marsh Road pedestrian footpaths to encourage parents and pupils to use this facility.	This measure is supported.
Introduce double yellow line waiting restrictions at key junctions leading to the school to reduce congestion.	A localised review of parking restrictions around the school is supported.
Provision of speed calming measures and 20 mph speed restriction on Melrose Road and Cambridge Road to reduce the speed of the vehicles traveling on these two roads	This measure is supported in order to encourage greater use of walking and cycling.

The Highways Authority have made a firm commitment to the implementation of additional identified highway improvements and have outlined potential sources of funding by a combination of monies from the Local Implementation Plan and Harrow Capital budgets.

The details of the TA have been shared with representatives from traffic and parking team and the forecast impacts are based on the existing mode split for staff and students. The traffic and parking impacts, which are of most concern to residents, can be effectively reduced by a combination of physical infrastructure, enforcement, and through a strong School Travel Plan and education and training initiatives.

It should be noted that the school operates a park and stride scheme from the Cambridge Road car park and administers free parking permits for parents wishing to drop / pick up children in the car park to promote this venture.

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

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

The school’s current STP is accredited to gold standard by TfL’s STARS (Sustainable Travel Accredited & Recognised) scheme. This scheme rewards schools for efforts made toward reducing the travel impact of their activities.

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 maintain its Gold accreditation and strive to achieve further reductions in car mode split. Officers consider that the school should make every effort to increase the percentage of children cycling and scooting to school.

A separate application has been submitted alongside this application (Ref: P/1748/14) for planning permission for a new single and two storey teaching block to facilitate an

expansion of the school from a 2 form entry primary school to a 3 form entry primary school. It should be noted that there are no legal restrictions on the land with regard to the increase in number of pupils at the site. This application seeks to support the application for the expansion of the school in relation to up to date planning policy and circumstances. A similar approach was adopted when the school expanded previously in 1999.

Crucially, the proposed modification, would introduce a legal requirement for the school to prepare a Travel Plan to be submitted to the Council, and approved in writing and as such will enable robust monitoring. As set out above, the Travel Plan will include targets for the reduction in traffic movements and modal shift increase, would be reviewed by a fixed basis, and would entail monitoring reports being submitted to the Council annually. Overall, the measures will ensure that levels of car usage do not increase beyond the existing levels which are considered to be acceptable and will encourage further reductions as a result of initiatives to promote sustainable modes of transport. If the TFL gold accreditation level is maintained and in conjunction with the other mitigations measures identified above, the impact on the surrounding highway network is not anticipated to be greatly adversely affected over and above the existing situation.

Whilst the concerns of the residents in relation to the schools previous conduct and travel plan is noted (in so far as their alleged failure to suitably manage the traffic resulting from the school), the advice from the councils highway engineer, is that the package of measures proposed under this application, including the Travel Plan, a review of parking controls and speed calming measures and increased enforcement presence would result in an improvement to the existing situation in so far as traffic generation and parking issues are concerned. It is on this basis, that it is recommended that the application granted, subject to the appropriately worded deed of variation being entered into.

Planning Obligations

Policies 8.1 and 8.2 of The London Plan (2011) seek to ensure that development proposals make adequate provision for both infrastructure and community facilities that directly relate to the development. Developers will be expected to meet the full cost of facilities required as a consequence of development and to contribute to resolving deficiencies where these would be made worse by development.

A payment or other benefit offered pursuant to a Section 106 Agreement is not material to a decision to grant planning permission and cannot be required unless it complies with the provisions of the Community Infrastructure Levy Regulations 2010 (Regulation 122) and as policy tests in the National Planning Policy Framework, which provide that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The National Planning Policy Practice Guide 2012 also provides guidance on the use of planning obligations and outlines that an obligation may be changed if the obligation “no longer serves a useful purpose” or would continue to serve a useful purpose in a modified way.

This application, if approved by Members, would result in a deed of variation to the original Section 106 Agreement (dated 27/05/1999) being entered into by The Westminster Roman Catholic Diocese and the Council. This deed of variation would

cover the matters referred to in the report above, in order to secure the Travel Plan and associated requirements. As such, the recommendation to members is such a Deed of Variation is entered into.

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.

No objection has been raised with respect to issues of crime and security. It is considered that the application is acceptable in this respect.

Consultation Responses

Traffic and Parking

- As a resident with a young family we already have issues with parking, the construction process is going to make the area even more congested.
- Large construction vehicles will cause more unnecessary disruption and out young children in danger.
- Parents of school children drive dangerously and damage parked cars.
- During the school pick up and drop the roads cannot handle the sheer volume of the vehicles it is currently used by. The additional form will increase the traffic by 50%.
- No traffic management is provided by the school or the Council.
- Residents are not able to park in their own roads.
- Inadequate parking and turning both for the expanded school and construction traffic.
- Incomplete consideration by the Council for alternatives after promising on the last expansion that no further expansion must happen because Melrose Road and Cambridge Road are cul de sacs.
- Increased road traffic danger which is not helped by the cessation of 20 minute free parking in Cambridge Road.
- An increase of 14 new staff will be needed to meet the extra intake and no more parking places will be provided within the school premises – staff members already park in the street taking up valuable space for residents.
- Residents are already prohibited with parking by yellow lines between certain times near the school and are unable to park by their homes at certain times of the day.
- The traffic will be intolerable for our narrow roads, especially in bad weather when more people drive.
- The proposed drop off point at the end of the alleyway in Marsh Road would be very dangerous and as there is little space as it borders the railway.
- It is proposed to change the footpath along Marsh Road but this land is privately owned by Green Lane Company in which many residents of Kingsley Road and Melrose Road have an interest.
- Inconsiderate parking by parents block driveways.
- Disabled spaces are often parked in.
- There is insufficient access for accident and emergency vehicles.
- The transport suggestions by Mott MacDonald are only suggestions and there are no firm proposals in place.
- The Travel Impact Assessment suggests that by increasing the school by 50%, the transport problems will remain as they are. The report notes it is difficult to accurately estimate the impact mitigation measures will have.
- Residents suggested that traffic should enter the site via Melrose Road and exit via Cambridge Road and this suggestion has not been considered.

- As a faith school, pupils tend to travel further to St John Fisher School than average which suggests more pupils are likely to travel by car.
 - Previous traffic plan failed when the school last expanded and there is no consideration of this failure in the current plan.
- ∇ A number of the representation submitted in respect of this application relate to planning application P/1748/14 and are not relevant to the consideration of this application.

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

The purpose of the obligation would be served equally well if the obligation had effect subject to the modifications specified in the application as the impact of the proposed increase in pupil numbers in terms of traffic generation and parking can be mitigated through the provision of a Sustainable Travel Plan and associated traffic mitigation measures.

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 for modification is recommended for grant.

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

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

7.3 – Designing out crime

- 7.4 – Local character
- 8.1 – Implementation
- 8.2 – Planning Obligations

Harrow Core Strategy (2012)

CS1: Overarching Principles

Harrow Development Management Policies Local Plan (2013):

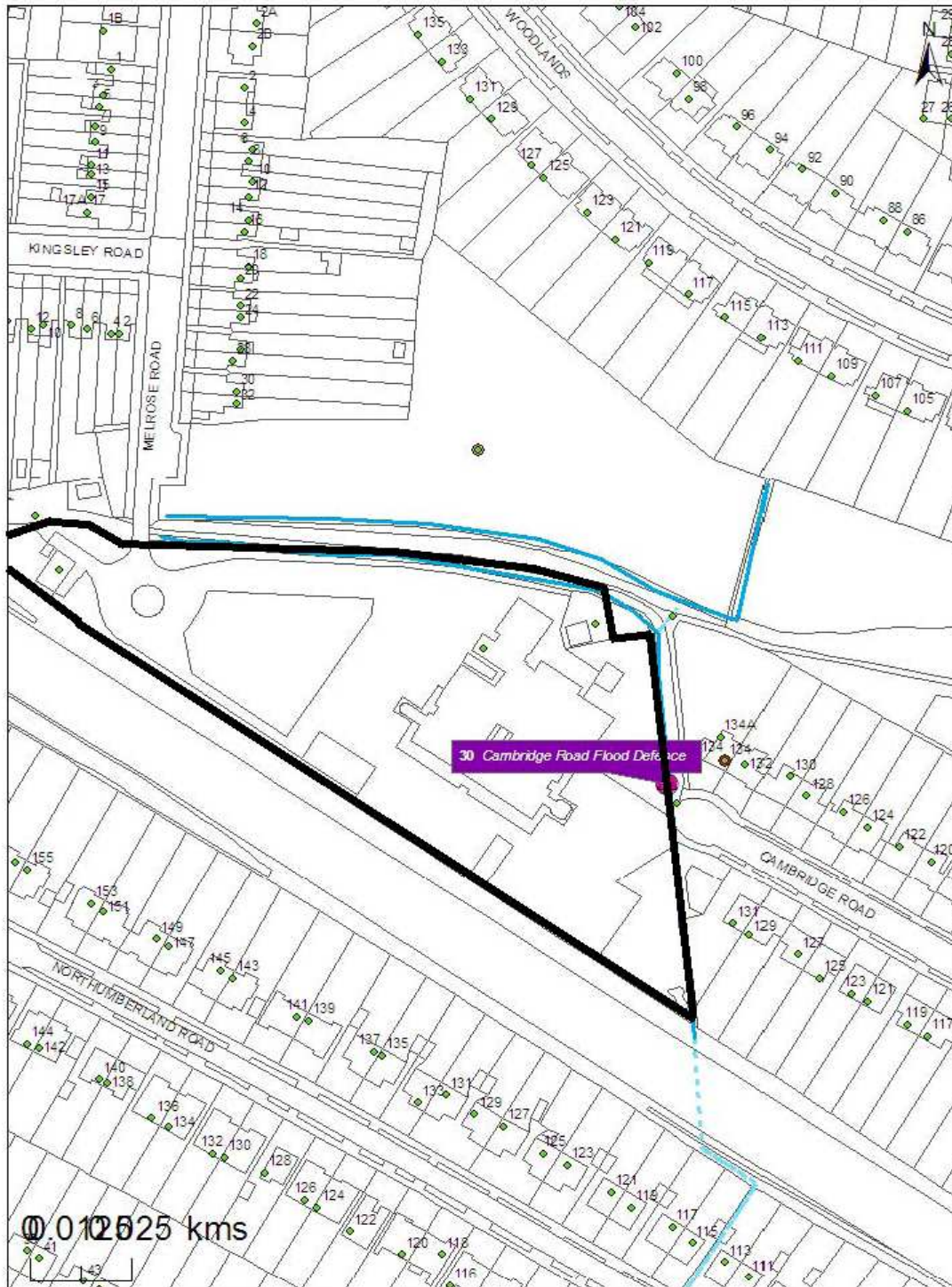
Policy DM 42 – Parking Standards

Policy DM 43 – Transport Assessments and Travel Plans

Policy DM 46 – New Community Sport and Educational Facilities

Plan Nos: Letter from Education Capital Team, dated 8th May 2014; Site Location Plan; St John fisher Catholic Primary School Travel Plan (dated March 2014); Transport Assessment by Mott MacDonald (May 2014)

ST JOHN FISHER SCHOOL, MELROSE ROAD, PINNER



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Item No: 2/03
Address: HAULAGE YARD, 25 CECIL ROAD, HARROW
Reference: P/3801/13
Description: RETENTION OF GATES, ACCESS, FREE STANDING TOILET BLOCK, 3.NUMBER CONTAINERS FOR STORAGE, ASSOCIATED CANOPY/ GARAGE FOR USE FOR VEHICULAR REPAIRS ON COMPANY VEHICLES ONLY, ASSOCIATED TIMBER OPEN STRUCTURES FOR STORAGE OF MATERIALS; CONTINUED USE OF 3.NUMBER CONTAINERS AS OFFICES AND CONTINUED USE OF THE SITE (UNIT 4) AS A CONTRACTORS YARD FOR THE STORAGE OF VEHICLES, PLANT AND MATERIALS (SUI GENERIS)
Ward: WEALDSTONE
Applicant: MR BRENDAN CALLAN
Case Officer: SUSHILA BHANDARI
Expiry Date: 08/05/2014

RECOMMENDATION

GRANT planning permission subject to conditions:

Executive Summary

This site is located within a designated Business Use Area as defined by the Local Policies Map and the adopted Harrow and Wealdstone Area Action Plan 2013. The use of the site as a Contractors Yard is not that dissimilar to the use (use class B8) of the land prior to the occupation of the site by the current operators. The current operator uses the site for the purposes of storing vehicles, plant and machinery all of which would generally fall within a use class B8 (storage and distribution). The offices and the repair garage on the site are ancillary to the main operation and would also be generally permitted under use class B8. What makes the use distinctive from uses that would normally be permitted under use class B8, is the actual operations undertaken by GFL as a highways maintenance contractor and the use of the site for storing aggregates and machinery necessary to this operation which would be more akin to a Contractors Yard.

The use of the site for the purposes specified in the application would enable the local planning authority to have greater authority over how the site is operated in terms of hours of operation, number of vehicles stored on site and how vehicles leave the site, which would not have been possible if the applicant is forced to revert back to the lawful use of the site for the purposes of storage of vehicles, plant and machinery (use class B8). Such a use would be unconditional and could give rise to significant harm upon highway safety and residential amenity, examples of which have been outlined in detail in the appraisal of below.

Having regard to the details submitted and the representations received from local residents, it is considered that on balance, the use of the site as a Contractors Yard and associated structures on the site as outlined in the report below, subject to the imposition of appropriate conditions would have no undue impact upon highway safety or the residential amenities of nearby residential so as to warrant a refusal. In conclusion, the continued use does not give rise to any 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 of the significant public interest on this application.

Statutory Return Type: Minor development

Council Interest: None

Gross Floorspace: 120.47sqm (excluding the open timber storage area)

Net additional Floorspace: 120.47 sqm

GLA Community Infrastructure Levy (CIL) Contribution (provisional): £4,216.45

Harrow CIL: Nil

Site Description

- The application site comprises approximately 611m² of land located adjacent to the mainland railway lines running from London Euston to Birmingham.
- The site originally formed part of Unit 3 Haulage Yard, which was being used by operator ABLE Plant Services Ltd for the purposes of storing company vehicles, plant and machinery. The site was sub-divided at some point in early 2013, whereby the southern section of Unit 4 was retained by ABLE Contractors and the northern section of the site was occupied by GFL the applicant.
- The site is located on the western side of Cecil Road and previously formed part of a larger parcel of land which was originally used as a British rail sidings/ coal yard.
- Over time the former British Railway land has been subdivided.
- The southern most section of the former British Railway land is now occupied by Toureen Contractors. This site comprises single and two/three storey buildings used for purposes as offices and light industrial, and associated company parking.
- Units 1 and 2 are occupied by other similar contractors as ABLE Plant Services for storage of vehicles.
- The subject site is located within a designated Business Use Area (use class B1) as defined by the Harrow Local Plan Policies Map. However, Council records show that the site has been in used by ABLE Plant Services Ltd for a number of years for the purposes storage of vehicles and plant machinery (use class B8) and as such, this has become over time the established use of the site.
- Directly opposite the site is characterised by two storey terraced residential development.
- The subject site is located within Harrow and Wealdstone Intensification Area.

Proposal Details

- The applicant is seeking retrospective planning permission for the erection of gates and formation of a new vehicle access, free standing toilet block, 3 containers for use for storage purposes, garage/canopy structure for use for vehicular repair on company cars only, open timber structures for storing materials, use of 3 containers as offices and the use of the site as a contractors yard for storage of vehicles, plant and materials (Sui Generis).
- The gates in situ have a height of 3m and a width of 9.3m.
- Store 1 has a height of 2.55m, a width of 2.44m and a depth of 6.03m.
- Store 2 has a height of 2.33m, a width of 2.5m and a depth of 3.14m.
- Store 3 has a height of 2.33m, a width of 2.42m and a depth of 3.14m.
- The garage/ canopy has a height of 3.33m, a width of 3.86m and a depth of 6m.
- The toilet block has a maximum height of 3.1m, a width of 2.66m and a depth of 3.77m.
- The yard office has a height of 2.4m, a width of 6.35m and a depth of 2.3m.
- Office cabin (No.1) has a height of 2.5m, a width of 9.9m and a depth of 3m.
- Office cabin (No.2) has a height of 2.6m, a width of 6.16m and a depth of 2.5m.
- The open timber structures for material storage have a maximum width of 25m, a depth of 4m and a height of 3.2m.

Revisions to Previous Application

- n/a

Relevant History

LBH/43874 - OUTLINE: DEVELOPMENT OF LAND FOR BUSINESS PURPOSES
(CLASS B1)

Granted – 10/01/1992

EAST/299/93/FUL - REDEVELOPMENT TO PROVIDE OFFICE AND COVERED
STORAGE BUILDINGS FOR BULK BUILDING MATERIALS

Withdrawn - 19/08/1993

EAST/667/93/FUL - REDEVELOPMENT TO PROVIDE OFFICE AND COVERED
STORAGE (REVISED)

Deemed Refusal - 05/03/1996

EAST/125/96/OUT - OUTLINE: DEVELOPMENT OF SITE FOR USE CLASS B1
(BUSINESS)

Granted - 08/05/1996

EAST/789/97/DET - ERECTION OF 11 CLASS B1 (BUSINESS) UNITS WITH ACCESS
AND PARKING (DETAILS PURSUANT TO P/P E/125/96/OUT DATED 8/5/96)

Approved - 11/11/1997

EAST/521/02/FUL - FORMATION OF NEW SITE ACCESS

Granted - 23/07/2002

P/1716/03/CFU - CREATION OF NEW VEHICULAR ACCESS

Granted - 13/02/2004

Pre-Application Discussion (Ref.)

- None

Applicant Submission Documents

- Supporting Statement

Consultations

Highways Engineer

No Objections – full report set out in the appraisal below

Drainage Engineer:

No objection subject to imposition of conditions.

Advertisement

- None

Notifications

First Notification

Sent: 42

Replies: 9 + one petition containing 26 signatures

Expiry: 12/02/2014

Second Notification (following amendment to application description and drawings)

Sent: 42

Replies: 3

Expiry: 03/04/2014

Addresses Consulted

Cecil Road – 48 – 108 (evens only and inclusive of flats)
1, Tudor Enterprise Park, Tudor Road

Summary of Responses

Responses from 1st Consultation

- Continued use of B8 is not correct – GFL's activities are not B8 or B1 (as the site was intended); B2 or similar industrial uses are not permitted and not welcomed on a primarily residential road.
- The site was dormant prior to GFL taking over.
- The level of noise, vibration, dirt and dust caused by their activities is detrimental to the area.
- Directly against the Council's own development plan for the haulage yard.
- Application is based on falsities
- Due to their unauthorised presence in 2013, residents have suffered from sleep deprivation, stress and harassment.
- They are a menace and an eyesore on Cecil Road.
- ABLE Plant Services and GFL share the yard at Unit 4 but their business activities are very different.
- ABLE were using site for storage of machinery only – their activities were limited and has little or no impact on the flow of traffic on Cecil Road, had sufficient space within

their yard to park and turn their vehicles and noise was never an issue.

- Arrival of GFL has meant that residents are subjected to early morning disruption (early as 5.30am), noise and vibration from heavy machinery (diggers, jachammers, con-saws etc).
- Shouting from workers.
- Invasion of privacy.
- Light pollution.
- Large lorries beeping and revving outside.
- Depositing all types of materials.
- Numerous vehicles coming and going from their dangerous entrance every 5-10 minutes.
- Devalued our housing.
- Deprived us from our Human Rights to enjoy our homes.
- Affect the flow of traffic – vehicles stop in middle of the road or drive onto the kerb and beep to signal their presence until the gate is opened.
- Vehicles have to reverse in or out of the yard as premises are too small to turn their vehicles. Large HGV's have to mount the kerb in order to turn it.
- GFL continue to park in residents' bay.
- Hold up traffic when vehicles reverse in or out of their yard – on occasion residents have been prevented in leaving the parking bay as the road has been blocked by GFL vehicles.
- Resident in Whitefrairs Avenue can hear the reversing light noise from GFL's vehicles every morning.
- Most vehicles entering and existing the site are large lorries, diggers and vans – how can they be allowed to continue their wildly inappropriate and dangerous operations.
- Aggressive behaviour.
- Dishonest submission to the Council regarding their activities.
- Tax evading.
- Employment of illegal workers.
- Complete ignorance of health and safety rules.
- Disrespect for Harrow Borough.
- Highly inappropriate for Council to continue a contract for services with them - or even operate within the borough.
- GFL operated an illegal waste transfer operation.
- GFL entrance was created without permission and without any notice to residents.
- Constant chaos early morning and evening is unbearable.
- Continued comings and goings throughout the day coupled with the heavy machinery pounding the ground and rattling houses.
- Received no information back from the Council on what action taken in respect of the noise report completed and the survey from the noise machine.
- Erected more portable cabins and their operations intensified.
- There have been two road traffic accidents so far involving GFL and other motorists.
- ABLE and GFL operate out of the same yard – this demonstrates that the additional access is not necessary.
- GFL's activities should cease and land returned to its former state.
- Speed bumps erected on Cecil Road to slow traffic.
- The yellow railing in the nearby yard should be removed.
- ABLE's portable cabins removed to single storey and remove the newly erected building altogether.
- Number of vehicles stated in their application not correct, they have dozens of

vehicles including HGV's, 5 excavators.

- Number of employees incorrect as they have at least 40 workers.
- They start operations on site as early as 5am.
- GFL cannot be trusted to stick to any agreements.
- Their vehicle operating licence allows them to operate 4 goods vehicles – they have at least 20 goods vehicles.
- Bringing more vehicles into the yard than permitted.
- The yard is too small to accommodate the existing vehicles, containers and office.
- Why have GFL not followed the correct procedure that residents have to adhere to when requiring planning permission.
- Council should make the parking bays for permit holders all day and not just intervals.
- Lack of parking availability when residents return back home in evening. When asked GFL to move their vehicles from parking bays they have said they don't have to.
- Council proposing to build an all through School on the other half of Cecil Road – what has been done to monitor the level of traffic and its impact on the health and safety on local residents and the new school.
- Cecil Road is a residential Road and not an industrial road.
- No planning application on road so that others could oppose.
- Has anyone from the Council been and checked that the workforce have the appropriate credentials to work.
- The drawings that have been submitted are not true as there is no permanent divide between Able and GFL. The drawings do not show all the buildings on the site.

2nd Consultation Response

- Similar responses to that summarised under the first consultation
- While switching to Sui Generis will enable the Council to impose restrictions – they will fail to make GFL's activities suitable for a residential area.
- They have applied to the Vehicle commissioners to operate 10 vehicles, while stating 6 on the planning application.
- The number of employees and operation hours are false.

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/ Land Use
Character and Appearance of the Area
Residential Amenity
Traffic and Parking
Equalities Impact
S17 Crime & Disorder Act
Consultation Responses

Principle of the Development/ Land Use

Background Land Use

The subject site has an established use for the storage of vehicles, machinery and plant (use class B8), although it is noted that prior to this use coming into effect the subject site formed part of the British railway sidings and was used to store coal (use class B1 - Business).

It is noted that the General Permitted Development Order (GDPO) 1995 permits a change of use for any purposes falling within Class B8 from any use falling within Class B1 (Business), subject to that the change of use relates to no more than 235 squared metres of floor space in the building. It is believed that the use of the site as use Class B8 (storage and distribution) would be permitted under GDPO as the change of use did not involve any floor space in a building.

The narrow strip of land that was formally part of British railway sidings and coal yard has been subdivided and it is now occupied by different operators. The southern end of the estate is occupied by Toureen Contractors, operating the site as offices and light industrial (use Class B1). The central section of the site is currently operated by two separate operators for the storage of vehicles, machinery and plant (use class B8). The subject site previously formed part of ABLE Plant Services and was used for the purposes of storage of vehicles, machinery and plant (use class B8). ABLE subsequently subdivided the site, whereby they continue to operate from the southern section of the site and the northern section has been taken up occupation by GFL (the applicant of this current application). In doing so, GFL continue to operate the site for the purposes of storage of vehicles, but along side this introduced other operations that did not specifically fall within use class B8, this included new offices, ancillary repair garage and storage of materials akin to that of a contractor yard. As such, this application seeks a change of use from use class B8 to Contractors Yard (Sui Generis).

Policy Context

The London Plan policy 2.13 and the Harrow Core Strategy 2012 policy CS.1A designates Harrow and Wealdstone as an area of intensification for regeneration and significant growth over the plan period and beyond. 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 that would increase employment opportunities. If adopted, the Harrow and Wealdstone Opportunity Area would set a target of 3,000 new jobs (currently 2,000 for

the intensification area).

Policy CS.2 of the Harrow Core Strategy 2012 sets out the overarching policy for the Harrow and Wealdstone Intensification Area. The adopted Harrow and Wealdstone Area Action Plan (AAP) 2013 sets out the area specific policies for the Intensification Area. The subject site is located on land that is designated as Business Use Area as defined in the Local Plan Policies Map 2013. The subject site falls within the Sub Area Wealdstone West as designated in the AAP, but is not an allocated site for the purposes of the AAP. Objectives for allocated and other sites in this sub area include a target of 1,410 new jobs and 1,135 new homes.

Policy AAP15 will support proposals for economic development and uses, including appropriate supporting ancillary uses, on existing designated business and industrial use land subject to that

- a) Such a development or use would not involve a development or use that should be located within a town centre
- b) Not adversely impact upon the amenity of surrounding uses or the character of the area,
- c) Would not prejudice the proper functioning of any neighbouring economic activity,
- d) Would not be detrimental to highway safety and
- e) Would have adequate arrangements for servicing, parking and inclusive access.

Assessment

As stated above, the applicant is seeking to change the use of the site from use class B8 (storage and distribution) to a Contractors Yard (sui generis). The operation of the site also includes the use of portable cabins and storage containers for the purposes of site offices, provision of containers to store materials and plant, a garage to repair company vehicles only and an open timber storage area to store aggregates for the purposes of the companies operations. The use of the site as a Contractors Yard is not open to the members of the public and as such the aggregates stores on the site are solely for purposes of the company's contractual work relating to highway construction and maintenance.

The storage of vehicles, plant and machinery on this site would be broadly reflective of the established use of the site as a use class B8 (storage and distribution). The provision of portable cabins and containers for use as the site and yard offices is a use which is in keeping with the Business Use Area (class B1) designation set out in the Local Plan Policies Map and the AAP. The provision of the repair garage on this site is for the purposes solely relating to the maintenance of company vehicles and forms an ancillary use to the Contractors Yard. This type of repair garage is not to dissimilar to that found on sites operated by ABLE and Toureen.

In assessing the acceptability of the principle to use the site for the purposes outlined above, given the Business Use Area designation of this site, it is considered that the use in situ would be broadly reflective of the uses that could fall within classes B1 and B8, save that the storage of aggregates on this site gives effect to a use that would be more akin to a Contractors Yard. It is considered that the use of the site as a Contractors Yard would give rise to no conflict in terms of the strategic policies stated above. The change of use retains a business use (albeit one that does not specifically fall within use class B1) on this site that benefits the economy by providing employment in line with the objectives set out in The London Plan, the Harrow Core Strategy and the Harrow and Wealdstone Area Action Plan 2013. On this basis, the change of use from use class B8

to a Contractors Yard (sui generis) is in principle considered to be acceptable.

Character and Appearance of the Area

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 support Wealdstone's strategic employment function and help nurture existing and new uses, design which creates a sense of place that is related to and extension of Wealdstone and ensure the design and character of both the leading land use and any enabling development conforms to the relevant policies in the AAP.

Use

The AAP in its character appraisal for the Wealdstone West sub area acknowledges the past industrial heritage of the area. It goes on to states that the area is dominated by industrial estates which line both sides of the mainline railway. The estate is confined to a narrow strip of varying quality small business units and material yards which gives way to dense Victorian terraced housing.

Whilst the Local Plan designates this site as a Business Use Area (use class B1), as discussed under section 1 above, the principle to use the site as a Contractors Yard is considered to be acceptable as it does not conflict with the Council's strategic employment and economic development policies. It is noted that local residents have raised concerns that operations on site undertaken by GFL are not in keeping with the area which is largely residential. However, it is clearly evident on inspection of the local area that the western side of Cecil Road is predominately characterised by non-residential development and uses. Cecil Road directly links into Tudor Road which is characterised by Business and Industrial uses/ development. On this basis, in assessing the impact of the use of the site as a Contractors Yard on the character and appearance of the area, it is considered that such a use is broadly in keeping with the pattern of development of the area.

Existing Structures (Free standing toilet block, storage containers, garage canopy, material storage and office portable cabins/ containers)

The subject site has a number of structures, portable cabins and storage containers on the site that require planning permission as the use of the site as a Contractors Yard does not benefit from any permitted development rights. Whilst it is noted that the various structures in situ are not of any architectural quality, the structures themselves are single storey and are largely screened from the streetscene by the existing high boundary treatment fronting Cecil Road. The highest structure on the site is the garage canopy which has a maximum height of 3.33m.

Furthermore, the structures on site are similar in character and appearance to that of other similar structures found within this Business Use Area. It is acknowledged that local residents have raised concerns over the unsightly appearance of the buildings when viewed from the first floors of the dwellinghouses located along Cecil Road. However, the view from the first floor of these dwellinghouses already have an outlook over the

neighbouring yards which also contain similar structures and containers that are conducive of the uses operating from the neighbouring sites. Given the prevailing pattern of development along this side of Cecil Road in parallel with the mainline railway lines, it is considered that the structures on the site would have no adverse impact upon the character and appearance of the area so as to warrant a refusal on such grounds.

Access Gate

The gate in situ is 9m wide and 3m in height. Planning permission was granted under reference P/1716/03/CFU for a new access gate in the location of the current gate which had an overall width of 6m. This permission has since expired and the erection of the gates in situ was undertaken without the benefit of planning permission. The principle of the location of this gate was considered acceptable under P/1716/03/CFU in terms of its impact on highway safety and residential amenity. Whilst the width of the gate in situ is greater than that permitted under P/1716/03/CFU, the overall height and appearance of the gate is not that dissimilar to other gates located along the boundary enclosure to this Business Use Land. Accordingly, it is considered that the character and appearance of the gates is acceptable in context of the land uses along this side of Cecil Road.

In conclusion, it is considered that the use, various structures on the site and the access gate in situ do not present any significant harm to the character and appearance of the area or conflict with the above stated policies to warrant a refusal on such grounds.

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.

As noted above in relation to supporting economic development and uses in Wealdstone, policy AAP15 will resist proposals that would adversely impact upon the amenity of the surrounding uses. Other than this policy, 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”.

Use

It is noted that a number of objections have been raised in relation to the current operations undertaken on this site by GFL. As noted above, the established use of the site is use class B8 (storage and distribution). Under this use class a wide range of storage and distribution uses can be undertaken lawfully without the need for specific planning permission. For example, the land can be used to store any number of types of goods which in turn can be distributed by any means of vehicular transport, such as vans, trucks and HGV's. The storage of plant, vehicles and machinery would also fall within use class B8. If the site operations were reverted back so that they would be lawful within the confines of use class B8 or even B1, there is no control over the hours of operations and effectively operators could operate from the site 24 hours a day, 7 days a week. Furthermore, there is no limit on the amount of storage that can be accommodated on this site. For example the number of vehicles that can be stored on the site would not be controlled nor could the number of vehicles leaving or entering the site could be controlled. Another scenario could be if the site was operated for the purposes of storage

containers on the land, which would fall within the confines of use class B8. Again there would no limit on the amount of containers that can be stored on site, or the attributed noise and disturbance in loading and unloading such containers or the height to which the containers could be stacked. If the site was to revert back to a use that falls within use class B1 this permits a wide range of offices and light industrial uses that can be undertaken without express planning permission.

Having regard to the range of uses that the site can be used for under use classes B1 and B8, of which none could be controlled in terms of operating hours or the level/intensity of use, it is considered that the use of the site for the purposes of a Contractors Yard, subject to the imposition of appropriate conditions, would safeguard the residential amenity of nearby occupiers. A condition is recommended to ensure that the site is only operated between the hours of 0730 to 1800 Mondays to Fridays (excluding Bank Holidays) and between 0730 to 1300 on Saturdays, and not at all on Sundays. This is to ensure that the use of the site does not prejudice nearby residents in terms of noise and disturbance. It is noted that a number of residents have made reference to the fact that whilst the applicant has stated in his application from that the use would be operated between the hours stated above, they are in actual fact operating from the site as early as 6am. Whilst the concerns raised by local residents are noted, the local planning authority has to consider the application on the basis of the details submitted and take this information on face value. As already discussed above, if the operations of GFL were to revert back to a use class B8, or even if any other operator took occupation of the site for use of the site within the purposes of use class B8, the local planning authority would not have control over the hours of operation. The existing operator GFL would be required to remove the storage of aggregates on this site so that it would no longer be a Contractors Yard which in turn would make their operations fall within the confines of use class B8. This situation would present no comfort for local residents in terms of operating hours or intensity of use and associated disturbance. In this regard, the use of this site for the purposes stated in the application would present an opportunity to ameliorate the harm that could be inflicted on nearby residents had the site continued to operate under a use class B8. Furthermore, should the applicant operate outside of the hours stipulated by condition, the local planning authority would be able to pursue enforcement action for Breach of Conditions.

It is also considered that the use of the site as a Contractors Yard provides the local planning authority the control on the number of vehicles that can be stored on the site and the manner in which they can leave the site. This is something that could not have been possible had the site continued to operate under a use that fell within use class B8. It is acknowledged that local residents have raised concerns with regards to the number of vehicles stated on the application by the applicant form is false. The applicant has stated that the site would have up to 2 cars, 6 light goods vehicles/ public carrier vehicles and 2 excavators therefore a total of 10 vehicles. However residents have stated that there are more than a dozen vehicles parked on site and consequently due to the nature of GFL's business vehicles are leaving and entering the site throughout the day and more intensely during early morning and evenings (impact on highway safety is discussed in detail under section 4 below). Whilst taking into consideration the concerns raised by local residents by the number of vehicles and movements to and from site, this application has to be determined on the basis of the information submitted on the application form. The applicant has clearly stated that 10 vehicles would be parked/ stored on site at any given time. Accordingly, a suitably worded condition is attached to the effect that only the number of vehicles shown under each category on the application form can be stored/ parked on site, this is to ensure that the site does not give rise to an

intensified use of the site that could prejudice nearby residential amenity. Officers would also point out again that had the site continued to operate as a use within use class B8 there would be no control over the number of vehicles store on this site.

The applicant has stated that there would be up to 14 (part/ full time) employees employed by the contractor. However, local residents have stated that this information is incorrect and that in actual fact there are more employees than stated. In addition to this, the level of employees arriving to the site in the morning to collect vehicles amount to unreasonable level of noise and disturbance in the morning in particular when workers are shouting and talking. As noted above, this application has to be determined on the basis of the information stated in the application form. Whilst it is noted that there would be periods in the days, in particular early morning and evening when workers would congregate on site, it would be unreasonable to impose a condition to control the number of employers on site given that for most part of the operating hours of the business the workers would be off-site. However, as noted above the hours of operation could be controlled to ensure that site including operatives to not operate the site before 0730 hours to ensure that there is no impact upon nearby residents.

Residents have raised concern over certain activities carried out by GFL prior to the submission of this current application, such as waste transfer. The site visit to the application site confirmed that there was no such use operating from this site at the time of the visit. It is acknowledged that such an operation was being carried out by GFL last year but this has ceased following visits by the Environment Agency, the Council's Environmental Health Team and the Planning Enforcement Section.

In conclusion, it is considered that the use of the site as a Contractors Yard would subject to the imposition of suitable conditions ensure that the harm in terms of noise and disturbance arising from the activities associated with the use is minimise in order to safeguard the amenities of nearby residents.

Existing Structures (Free standing toilet block, storage containers, garage canopy, material storage and office portable cabins/ containers)/ Access Gate

Given the separation distance between the various structures which are all single storey high and access gate in situ, it is considered that development undertaken on the site does not have any detrimental impact upon the residential amenities of nearby neighbours in terms of loss of look, light or privacy.

The structures are likely to be visible from the upper floors of the dwellinghouses located opposite. However the views of the structure would be no worse than views of the existing development along this side of Cecil Road such as the containers located in the neighbouring sites which are akin to the nature of the uses that currently operate along the western side of Cecil Road.

In conclusion, it is considered that whilst it is inevitable that there would be some level of disruption in terms of the noise and activity associated with the use of the site as a Contractors Yard, the use itself would not be dissimilar to that of the neighbouring B8 uses. Furthermore, the use of the site as a Contractors Site would permit the local planning authority to control operations from this site which would not have been possible had this site continued to operate as a use under class B8. On this basis, and subject to the imposition of appropriately worded conditions, it is considered that the change of use of the site and the associated structures on the site would not have any significant harm upon the residential amenities of nearby neighbours beyond the level that could be

inflicted if this site continued to operate as a B8 use class.

Traffic and Parking

Policy APP19 states *inter alia* that proposals that would be detrimental to the free flow of traffic and the safety of highway users will be refused. Policy DM44 of the Development Management Policies Local Plan 2013 states *inter alia* that non-residential proposal will be required to make arrangements for servicing that maintain or improve the safety and flow of traffic on the public highway and which protects the amenity of neighbouring occupiers.

Overall Highway Impacts & Internal Site Workings

As noted above, the whole site (units 3&4) previously operated under the regime of a single heavy haulage contractor (ABLE). This contractor has downsized their operation occupying unit 3 only and as a result has sub-leased part of the site (unit 4) to GFL contractors (early 2013) which necessitated separation of the site and creation of the new access gate.

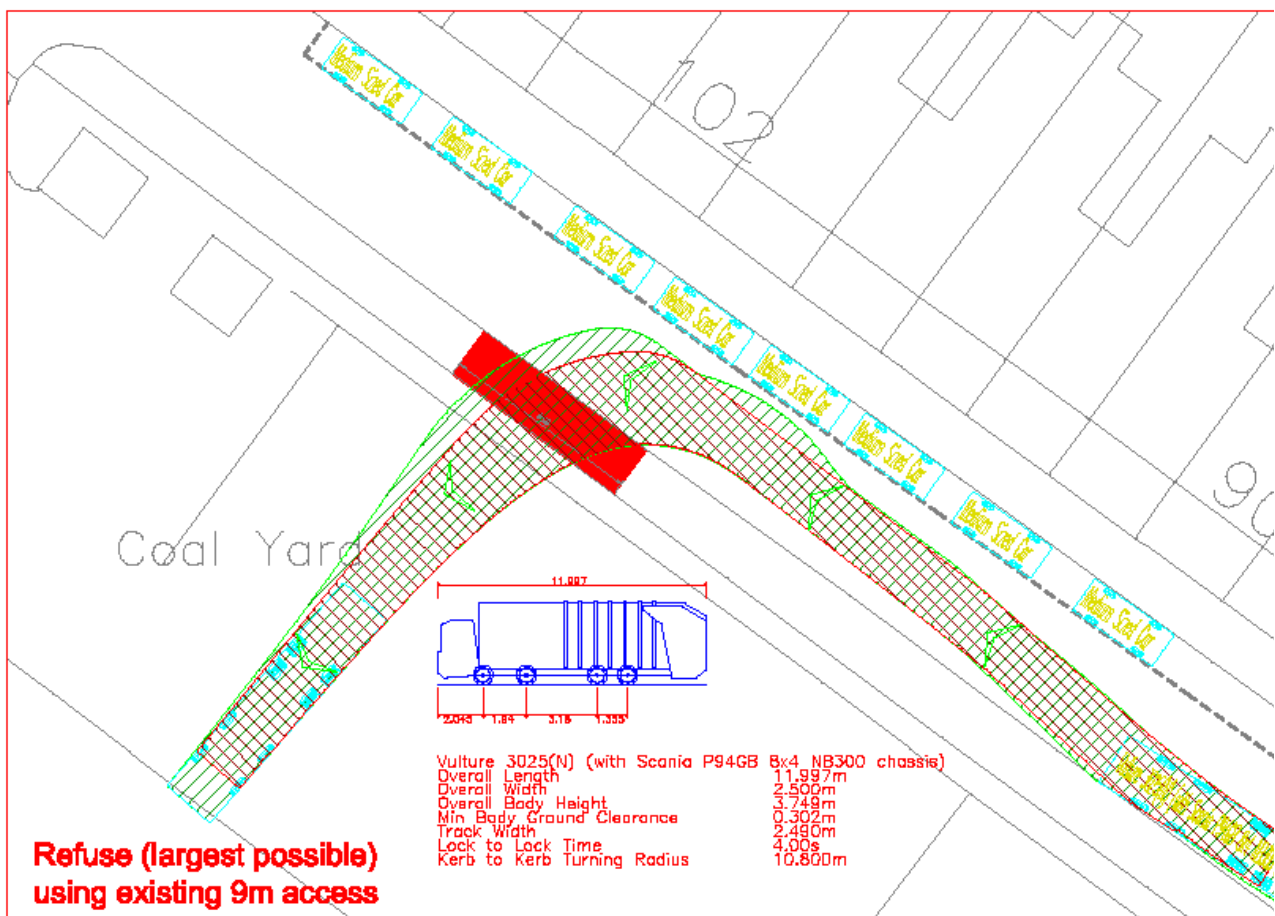
ABLE previously and currently accommodate movements of large articulated vehicles by undesirable reverse manoeuvres into the site through the established original access point located southeast of the new access and opposite Wellington Road. This is necessitated predominantly by physical site constraints which prohibit turning within the compound. However, as highlighted, impacts have diminished due to the scaling down of their business operation.

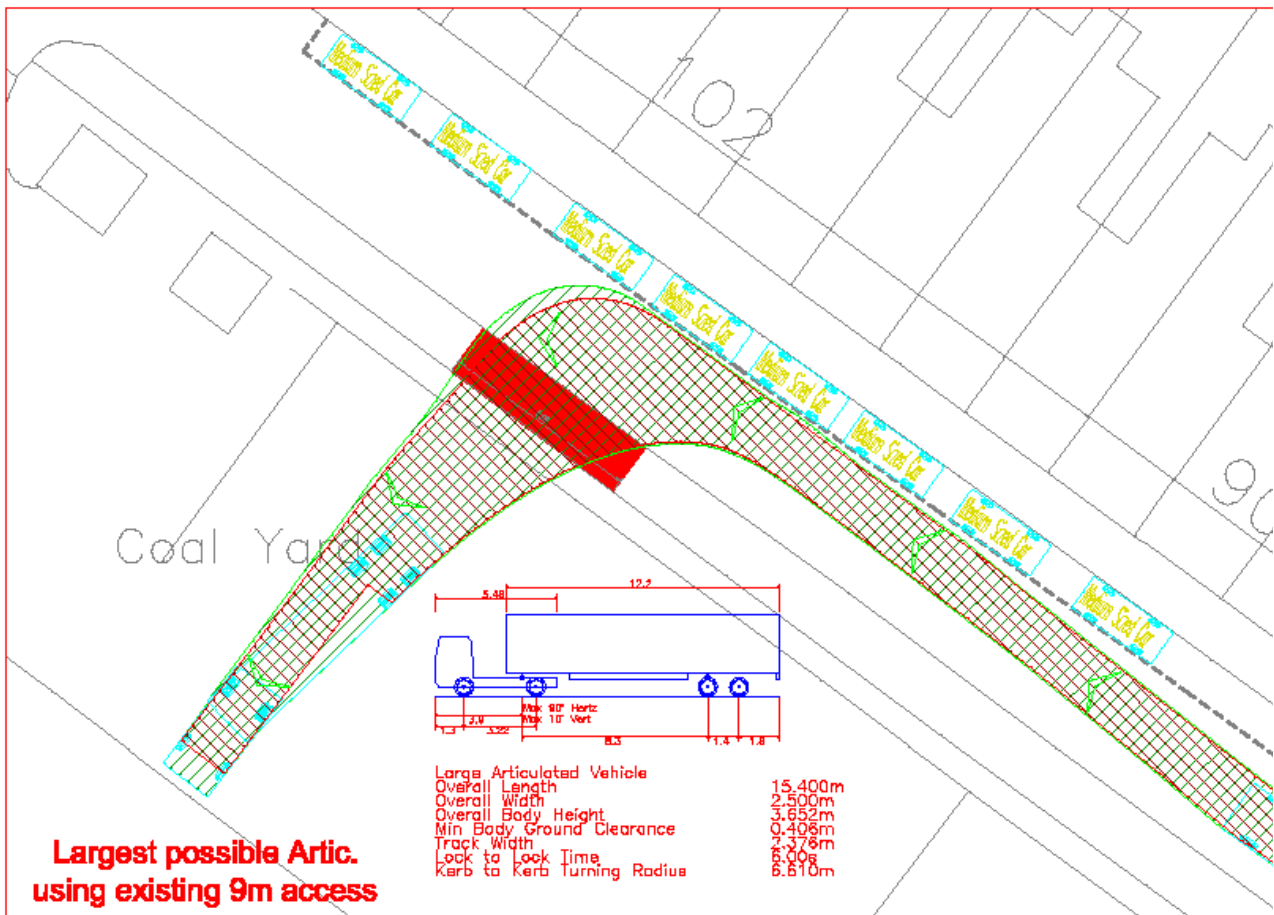
In vehicle type and activity terms, the new access serving the GFL operation, which predominantly utilises "Transit" (with optional trailer) type vehicles with some use of small 2-axle lorries, is most active during very early morning and late afternoon/early evening periods commensurate with the start and completion of daily contractual work demands. The bulk of morning events broadly avoid peak traffic periods as they occur before 8am which therefore contributes to a lessened disruption to the highway network which is naturally welcomed. There is some activity during the a.m. peak however this is minimal and inconsequential to the road network. The afternoon/evening peak is more affected as contractor vehicles return to the site at the end of the working day predominantly after 5pm. The applicant suggests a level of activity in the region of 15-20 vehicles arriving during this time slot with varying times of arrival which inherently lessens concentrated impact on general highway traffic flow. Officer observations suggest this to be a realistic snap-shot and as an example it is encouraging to observe that when several vehicles arrive at one time they do not converge together at the entrance but allow for the lead vehicle to wait briefly at the gate whilst it is being opened with the remaining vehicles parking some distance away where they do not impede traffic movement. Once the gates are open these waiting vehicles then proceed and enter the site without having the need to unnecessarily stop outside the gate on the public highway. Importantly the combination of the reduction of activity related to ABLE and the newly created activity linked with GFL constitutes a limited overall net increase in highway impacts in the area which is considered a positive in limiting general impacts.

The movement of GFL site vehicles is considered dynamic in the sense that the site operators will best utilise the new access point in a manner that reflects their internal physical limitations which prohibits large scale vehicle activity with the logical need to access the highway in the most efficient manner. As a commercial enterprise it is in their best interest to maintain an efficient operation by avoiding inefficient and prolonged 'time wasting' of vehicles entering and exiting the site. As highlighted, observations confirm this

to be the case hence it is considered that the relatively low key and efficient use of the new access coupled with the demonstrated usage of small scale commercial vehicle types contributes to the lessening of detrimental impact on the public realm which is not at a level that currently causes measurable harm to the immediate locality. At this time there is no evidence to suggest that this scenario is likely to alter to the contrary.

To further demonstrate the physical and theoretical suitability of the new access point for larger commercial vehicle use, the attached Swept Path Analysis (SPA) for a 'rigid' refuse truck conveys that this commercial vehicle type can comfortably traverse to and from the site without impedence from the vehicles parked opposite the access. The SPA also confirms that larger vehicles such as a 4 axle articulated HGV up to a length of 15.4m will be able to use the entrance as is (but only just) with vehicles parked opposite the site. It therefore follows that the smaller 'Transit type' scale of vehicle native to GFL is not compromised in any way when utilising this new access point. The relatively short observed transfer of vehicles into and out of the site further supports the efficient transaction of vehicles which results in minimal impacts on other road users in the vicinity.





Therefore in summary any potential additional burden that may be imposed on the highway network is not envisaged to be significant enough to bring forward a sustainable and defensible refusal reason on this basis.

Gate & Access Sightline Appraisal

Given the width and positioning of the 9m gated opening, the forward visibility requirement which allows inter-visibility for both vehicle users of the site and general traffic on Cecil Road exceeds the Manual for Streets 2007 (MFS) requirement of 43 m by at least twice that distance (section 7.5-table 7.1). This outcome assumes a recommended set back "x" distance at the new entrance of 2.4m from the kerb edge in Cecil Road (section 7.7- para 7.7.8). This distance is contained within the footpath width of approximately 2.5m fronting the access and hence minimises visual interference of the existing site boundary wall on both sides of the entrance. It is noted that commercial vehicles both large and small are further advantaged in terms of inter-visibility as they generally exhibit a much shorter "x" distance set back than the prescribed 2.4m owing to cabin design resulting in a 'more forward' driver position with the advantage of additional height. Hence on safety grounds the access is considered fit for purpose.

In conclusion, it is considered that based on the information submitted in this application and on-site observations, it is considered that the change of use of the site to a Contractors Yard does not pose any significant harm in terms of highway safety and the use does not result in an intensification of the use of the site significantly beyond what it was used for by the previous occupiers ABLE. Notwithstanding this, a condition is recommended to ensure that the vehicles leaving the site do so in forward gear to ensure highway safety and to prevent any unnecessary disturbance to neighbouring residents

through the sound of reversing lights.

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.

It is noted that representation has been made with regards to the continued use of the site by GFL has impacted upon the Human Rights of local residents in terms of their rights to enjoy their homes. Whilst it is noted that GFL's activities have caused disruption to local residents, it is considered that the control mechanism attached to this permission would ensure that the amenities of the nearby residential is safeguarded.

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.

It is considered that the development in situ does not give rise to any conflict with the above policies or the relevant legislation.

Consultation Responses

- *Continued use of B8 is not correct – GFL's activities are not B8 or B1 (as the site was intended); B2 or similar industrial uses are not permitted and not welcomed on a primarily residential road.* – This application was amended by the applicant following a site visit to the premises which confirmed that the site was not operating as a use falling within a use class B8. The impact of the use on the character of the area and residential amenity has been addressed in the appraisal above.
- *The site was dormant prior to GFL taking over.* – As far as the local planning authority is aware the site was previously in active use by ABLE Plant Services to store vehicles, plant and machinery.
- *The level of noise, vibration, dirt and dust caused by their activities is detrimental to the area.* – the impact of the use in terms of noise and disturbance has been addressed in the appraisal above.
- *Directly against the Council's own development plan for the haulage yard.* – The principle of the use has been addressed in the appraisal above.
- *Application is based on falsities* – The local planning authority has to assess the application on the basis of the information submitted with the application. Accordingly, if planning permission is secured for this site, then it would be only for the perimeters defined in the application.
- *Due to their unauthorised presence in 2013, residents have suffered from sleep*

deprivation, stress and harassment. – Impact on residential amenity has been addressed in the appraisal above.

- *They are a menace and an eyesore on Cecil Road.* – This has been addressed in the appraisal above.
- *ABLE Plant Services and GFL share the yard at Unit 4 but their business activities are very different.* – This has been addressed in the appraisal above.
- *ABLE were using site for storage of machinery only – their activities were limited and has little or no impact on the flow of traffic on Cecil Road, had sufficient space within their yard to park and turn their vehicles and noise was never an issue.* – This has been addressed in the appraisal above.
- *Arrival of GFL has meant that residents are subjected to early morning disruption (early as 5.30am), noise and vibration from heavy machinery (diggers, jachammers, con-saws etc).* – This has been addressed in the appraisal above.
- *Shouting from workers.*- Whilst it is noted that there is some degree of disturbance attributed by workers conversing within and outside the site, the behaviour of workers cannot to controlled through the planning legislation.
- *Invasion of privacy.* – This has been addressed in the appraisal above.
- *Light pollution.* – It is noted that the site does have flooding lighting which is likely to be used during winter months. However, the lighting of the yard is not dissimilar to that operated elsewhere along this side of Cecil Road and would most likely to be operated during the actual operation hours of the business itself.
- *Large lorries beeping and revving outside.* - This has been addressed in the appraisal above.
- *Depositing all types of materials.* – This has been addressed in the appraisal above.
- *Numerous vehicles coming and going from their dangerous entrance every 5-10 minutes.* - This has been addressed in the appraisal above.
- *Devalued our housing.* – property value are not a material planning consideration, notwithstanding this, this section of Cecil Road has historically been used for commercial purposes namely storage and distribution.
- *Deprived us from our Human Rights to enjoy our homes.* – Whilst it is noted that GFL's activities have caused disruption to local residents, it is considered that the control mechanism attached to this permission would ensure that the amenities of the nearby residential is safeguarded.
- *Affect the flow of traffic – vehicles stop in middle of the road or drive onto the kerb and beep to signal their presence until the gate is opened.*- This has been addressed in the appraisal above.
- *Vehicles have to reverse in or out of the yard as premises are too small to turn their vehicles. Large HGV's have to mount the kerb in order to turn it.* - This has been addressed in the appraisal above.
- *GFL continue to park in residents' bay.* – This is some that is outside of the control of the planning system and it would be a matter for the local authorities' highway section to pursue. The bays directly opposite are subject to resident permits and restrictions operate during one hour in the morning and one hour in the afternoon. It would be for the highways authority to extend this further subject to further consultation with local residents.
- *Hold up traffic when vehicles reverse in or out of their yard – on occasion residents have been prevented in leaving the parking bay as the road has been blocked by GFL vehicles.* - This has been addressed in the appraisal above.
- *Resident in Whitefrairs Avenue can hear the reversing light noise from GFL's vehicles every morning.* – Whilst there would undoubtedly be some level of noise and disruption with the nature of the use involving vehicles entering and leaving the site, it

is considered that the level of noise and disturbance would be no greater than had the site been operated for the purposes of storing vehicles, plant and machinery (use class B8) which could effectively operate 24 hours.

- *Most vehicles entering and existing the site are large lorries, diggers and vans – how can they be allowed to continue their wildly inappropriate and dangerous operations.* - This has been addressed in the appraisal above.
- *Aggressive behaviour.* – This is something that cannot be controlled by the planning legislation and would be civil matter.
- *Dishonest submission to the Council regarding their activities.* - This has been addressed in the appraisal above.
- *Tax evading.* – This is not a material planning consideration.
- *Employment of illegal workers.* – This is not a material planning consideration.
- Complete ignorance of health and safety rules. – This is not a material planning consideration and would fall under separate legislation.
- *Disrespect for Harrow Borough.* – as discussed above, the use of the site is considered to be acceptable in this location.
- *Highly inappropriate for Council to continue a contract for services with them - or even operate within the borough.* – This is not a material planning consideration. This would be a matter for the Council's contract procurement section to address.
- *GFL operated an illegal waste transfer operation.* - This has been addressed in the appraisal above.
- *GFL entrance was created without permission and without any notice to residents.* – Whilst the applicant undertook the work relating to the new access gate without planning permission, this application seeks retrospective planning permission, which the applicant can seek. Section 73 of the Planning Act has provision to deal with applications that have been submitted after a development has been carried out on the site.
- *Constant chaos early morning and evening is unbearable.* - This has been addressed in the appraisal above.
- *Continued comings and goings throughout the day coupled with the heavy machinery pounding the ground and rattling houses.* - This has been addressed in the appraisal above. However Officers would point out that Cecil Road is used by other businesses along Cecil Road and Tudor Road as this is the main point of access. Vibrations from vehicle movement is likely to be experienced given the close siting of the dwellinghouse to the highway, but vehicle vibration cannot solely be attributed to operations of GFL as the neighbouring site ABLE operates a higher level of heavy goods vehicles.
- *Received no information back from the Council on what action taken in respect of the noise report completed and the survey from the noise machine.* – This matter should be taken up with the environmental health team.
- *Erected more portable cabins and their operations intensified.* This has been addressed in the appraisal above.
- *There have been two road traffic accidents so far involving GFL and other motorists.* - This has been addressed in the appraisal above.
- *Able and GFL operate out of the same yard – this demonstrates that the additional access is not necessary.* - This has been addressed in the appraisal above.
- *GFL's activities should cease and land returned to its former state.* - This has been addressed in the appraisal above.
- *Speed bumps erected on Cecil Road to slow traffic.* – This is matter for the Highways Authority and does not fall within the remit of planning.
- *The yellow railing in the nearby yard should be removed.* – This does not relate to the

subject site.

- *Able's portable cabins removed to single storey and remove the newly erected building altogether.* – This does not relate to the subject site.
- *Number of vehicles stated in their application not correct, they have dozens of vehicles including HGV's, 5 excavators.* - This has been addressed in the appraisal above.
- *Number of employees incorrect as they have at least 40 workers.* - This has been addressed in the appraisal above.
- *They start operations on site as early as 5am.* - This has been addressed in the appraisal above.
- *GFL cannot be trusted to stick to any agreements.* – As discussed above, if planning permission is secured then the local planning authority would have greater control through the imposition appropriate conditions.
- *Their vehicle operating licence allows them to operate 4 goods vehicles – they have at least 20 goods vehicles.* - This has been addressed in the appraisal above.
- *Bringing more vehicles into the yard than permitted.* - As discussed above, if planning permission is secured then the local planning authority would have greater control through the imposition appropriate conditions.
- *The yard is too small to accommodate the existing vehicles, containers and office.* – This has been addressed above.
- *Why have GFL not followed the correct procedure that residents have to adhere to when requiring planning permission.* – Whilst this is not an ideal position, there is provision within the planning legislation that allows for permission to be applied for retrospectively.
- *Council should make the parking bays for permit holders all day and not just intervals.* – This is a matter for the Highways Authority.
- *Lack of parking availability when residents return back home in evening. When asked GFL to move their vehicles from parking bays they have said they don't have to.* – The residents permit restrictions operative at specific times only and therefore outside of these restrictions anyone is free to park in the residents' bay and can do so legally. This is not something that can be controlled. This is a matter for the Highways Authority.
- *Council proposing to build an all though School on the other half of Cecil Road – what has been done to monitor the level of traffic and its impact on the health and safety on local residents and the new school.* – When the proposal for the school comes forward this would be a matter for the school to undertake a full transport assessment.
- *Cecil Road is a residential Road and not an industrial road.* – The character of the road has been addressed in the appraisal above.
- *No planning application on road so that others could oppose.* – The Planning Legislation for this type of scheme only requires the Council to consult all physically adjoining owners only. There is no requirement in this case to display a site notice publishing this application outside the site. Notwithstanding this, the Council does produce weekly list of new planning applications to which any member of the public can make representations on.
- *Has anyone from the Council been and checked that the workforce have the appropriate credentials to work.* – This is not a material planning consideration.
- *The drawings that have been submitted are not true as there is no permanent divide between Able and GFL. The drawings do not show all the buildings on the site.* – This has been resolved. Following a site visit by Officers, the applicant was required to submit correct drawings showing all the structures on the site.
- *While switching to Sui Generis will enable the Council to impose restrictions – they*

will fail to make GFL's activities suitable for a residential area. – This has been addressed under the appraisal above.

- *They have applied to the Vehicle commissioners to operate 10 vehicles, while stating 6 on the planning application.* This has been addressed above.
- *The number of employees and operation hours are false.* – This has been addressed above.

CONCLUSION

Having regard to the details submitted and representations received from local residents, it is considered that on balance, the use of the site as a Contractors Yard and associated structures on the site as outlined in the report above, subject to the imposition of appropriate conditions would have no undue impact upon highway safety or the residential amenities of nearby residential so as to warrant a refusal. In conclusion, the continued use does not give rise to any 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 hereby permitted shall be retained in accordance with the following approved plans:

Site Plan; GFL YA01-S06 REV A; GFL YA01-S1 REV A; GFL YA01-S2 REV A; GFL YA01-S3 REV B; GFL YA01-S4 REV A; GFL YA01-S5 REV A; GFL YA01 REV C (Existing Site Layout); GFL YA01 REV B (Pre-Existing Site Layout)

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

2 The premises shall be only be used for the purposes set out in the application as a Contractors Yard (Sui Generis), with ancillary offices and garage for use for repair of company vehicles only, and for no other purpose,

REASON: To safeguard the amenity of neighbouring residents and the character of the locality and in the interests of highway safety in accordance with policy 7.6B of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policies AAP3, APP15 and AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

3 The operations on the site associated with the use of the site as a Contractors Yard (Sui Generis) hereby permitted shall only be in operation for the following times:-

a: 0730 hours to 18.00 hours - Monday to Friday inclusive (excluding all Bank Holidays),

b: 0730.hours to 13.00hours - Saturdays

and at no times on Sundays or Bank Holidays

By operation this includes, all vehicles movement associated with the main business as a Contractors Yard entering and leaving the site during the specified hours above, including any loading and unloading of vehicles (in relation to plant, machinery and materials), deliveries and staff employed to undertake these operations.

In relation to the use of the ancillary offices in connection with the use hereby permitted, this shall only be in use for the following hours and strictly excludes any vehicular activity associated with the main operations as a Contractors Yard.

A: 0600 hours to 1900 hours – Monday to Friday inclusive

b: 0730 hours to 13.00hours – Saturdays

and at no times on Sundays or Bank Holidays

REASON: To safeguard the amenity of neighbouring residents by ensuring that site operations to do give rise to unacceptable level of noise and disturbance to nearby

occupiers in accordance with policy 7.6B of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policies AAP3 and APP15 of the Harrow and Wealdstone Area Action Plan (2013).

4 The number of vehicles hereby permitted to be stored on the site at any given time shall not exceed the threshold for each category of vehicle as set out below and the total number of vehicles stored on the site at any given time shall not exceed 10 (ten).

- a) Cars – 2
- b) Large Goods Vehicles/ Public Carrier Vehicle – 6
- c) Excavators – 2

At no time shall there be any other form of vehicles other than specified above be stored on the site without the grant of further specific permission from the local planning authority.

REASON: To safeguard the amenity of neighbouring residents and in the interests of highway safety in accordance with policy 7.6B of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policies AAP3, APP15 and AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

5 All vehicles that are stored or parked on site shall leave the site in a forward gear.

REASON : To prevent any undue disturbance associated with reversing sensors upon the amenity of neighbouring residents and in the interests of highway safety in accordance with policy 7.6B of The London Plan (2011 (as amended 2013)), policy CS1 of the Harrow Core Strategy (2012) and policies AAP3, APP15 and AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

INFORMATIVES

1 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
- 6.12 – Road Network Capacity
- 6.13 – Parking
- 7.3 – Designing Out Crime
- 7.4 – Local Character
- 7.5 – Public Realm
- 7.13 – Safety, Security and Resilience to Emergency
- 7.15 – Reducing Noise and Enhancing Soundscapes

Harrow Core Strategy (2012)
Policy CS 1, CS 2

Harrow and Wealdstone Area Action Plan (2013)
AAP3, AAP4, APP15, AAP19

Development Management Policies Local Plan (2013)
Policies DM1, DM42, DM44

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 £4,216.45 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).

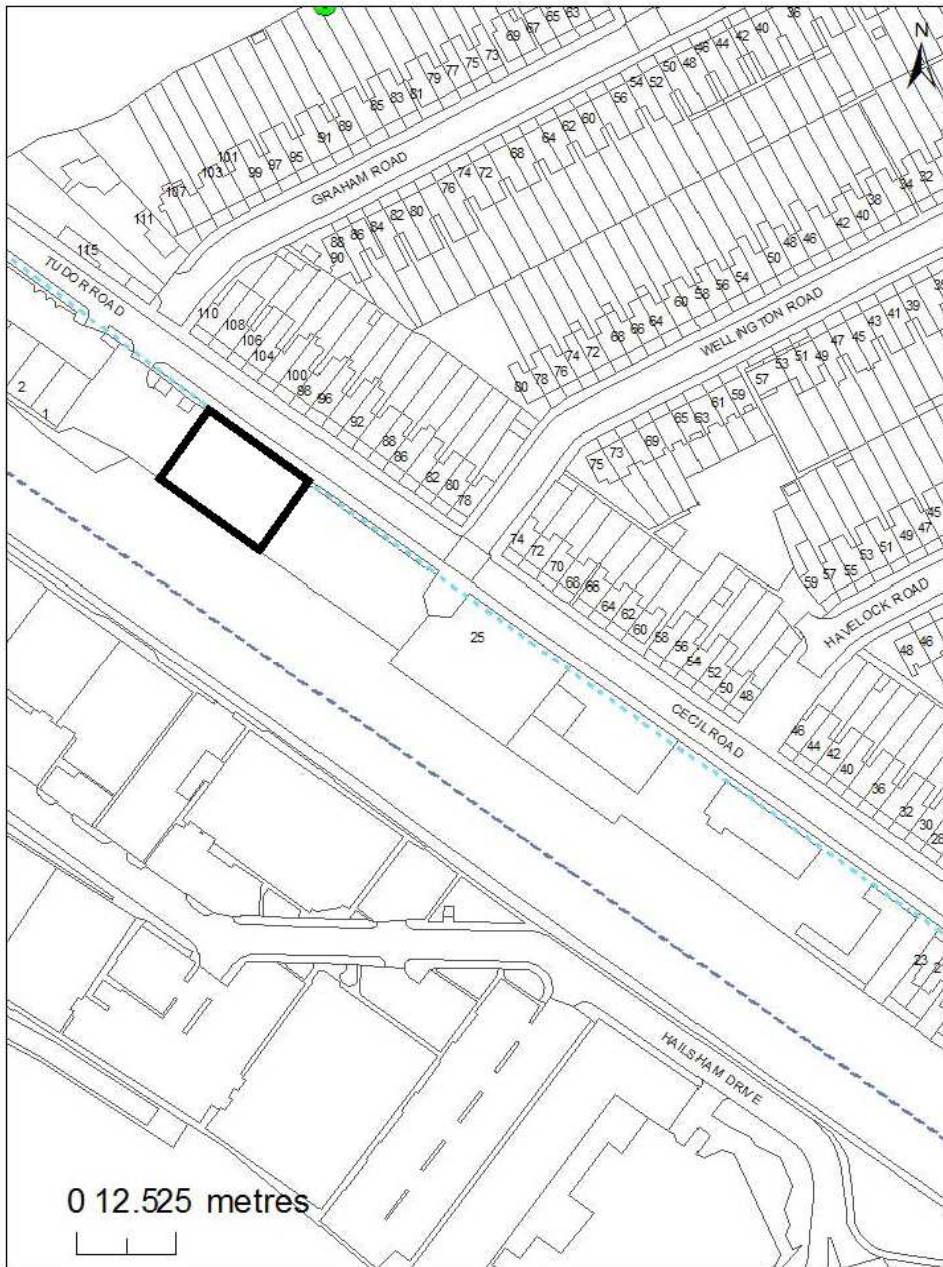
Your proposal is subject to a CIL Liability Notice indicating a levy of £4,216.45 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 120.47 sqm

You are advised to visit the planningportal website where you can download the appropriate document templates.

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

Plan Nos: Site Plan; GFL YA01-S06 REV A; GFL YA01-S1 REV A; GFL YA01-S2 REV A; GFL YA01-S3 REV B; GFL YA01-S4 REV A; GFL YA01-S5 REV A; GFL YA01 REV C (Existing Site Layout); GFL YA01 REV B (Pre-Existing Site Layout)

HAULAGE YARD, 25 CECIL ROAD, HARROW



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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.