

SECTION 1 – MAJOR APPLICATIONS

Item No: 1/01

Address: WHITEFRIARS COMMUNITY SCHOOL, HARROW

Reference: P/2512/14

Description: CONSTRUCTION OF A TWO AND THREE STOREY BUILDING TO PROVIDE AN ALL THROUGH COMMUNITY SCHOOL COMBINING WHITEFRIARS PRIMARY SCHOOL WITH A NEW SECONDARY SCHOOL (PROPOSED PRIMARY SCHOOL TO BE 3 FORMS OF ENTRY (630 PUPILS) AND THE SECONDARY SCHOOL TO BE 5 FORMS OF ENTRY (750 PUPILS & 75 POST 16)); ASSOCIATED WORKS TO INCLUDE NEW HARD AND SOFT PLAY SPACES INCLUDING A MUGA; CAR PARKING; HARD AND SOFT LANDSCAPING; BOUNDARY TREATMENT; REFUSE/RECYCLING STORE; CYCLE PARKING SPACES AND A NEW PEDESTRIAN ACCESS.

Ward: WEALDSTONE

Applicant: HARROW COUNCIL

Case Officer: NICOLA RANKIN

Expiry Date: 17TH OCTOBER 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 Whitefriars Community School, harrow, HA3 5RQ.

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 Whitefriars Community School, harrow, HA3 5RQ.

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: 2.186sqm

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

The proposed expansion and age-range extension of Whitefriars School is one of 17 proposed expansions in the current phase of the Council's borough-wide policy to provide a place for every child at a good, local school. The programme includes 10 other primary school expansions, a secondary school expansion, 3 Special Educational Needs (SEN) school expansions and the addition of SEN units to 3 mainstream schools. Demographic projections indicate Harrow is poised for a further dramatic increase in primary-school age children in coming years. There are currently 2,790 permanent Reception places in Harrow schools. In 2015, there will be 3,291 pupils requiring a place. Pupil numbers are then projected to continue to rise in the years that follow.

Harrow is working with national government and local partners to encourage the establishment of new schools in the borough. However, there is little land available for that purpose, making expansion of existing schools essential. To this end, the Council has secured tens of millions of pounds of national funding to expand specific schools.

The growth in primary school populations is soon set to reach secondary schools in Harrow. There are currently 2,150 permanent Year 7 places in Harrow schools (excluding Avanti House). In 2020, there will be 2,798 pupils requiring a place. Harrow is working within a dedicated framework for secondary school placement planning, refer to the appendix in the supporting statement accompanying this application, Statement of Community Involvement.

Whitefriars School is well located to help meet the increase in demand for school places in the central area of Harrow borough. Furthermore, the adjacent Harrow Teachers' Centre site is identified as a suitable location for additional accommodation for the school, and the creation of a community learning campus for Wealdstone. It simultaneously offers the opportunity to deliver learning courses and facilities to the community at large, create a community hub for existing and future residents of Wealdstone and generate activities and focus for young people in the area.

This redevelopment is part of the government's 'Priority Schools Building Programme'. The EFA have deemed the existing accommodation in the main to be beyond its serviceable life with the exception of the existing Primary School, located in a standalone

Edwardian structure; this is to be retained. The redevelopment proposals include the creation of a through-school combining the existing Whitefriars primary school with a new secondary school to form an exciting new learning campus for Whitefriars Community School.

With the new build and refurbishment proposed in this application, Harrow Council and school authorities believe Whitefriars School will be better equipped to accommodate local school place demand in the future, and more able to deliver positive outcomes for local children, families and communities.

Site Description

- The application site comprises an irregular shaped plot of land, 2.19 hectares in area to the west of Whitefriars Avenue and to the east of Tudor Road.
- The site has three primary access points. There are two pedestrian entrance points from Whitefriars Avenue to the east and a pedestrian and vehicle access point from Tudor Road to the west.
- The site is bounded:
 - to the south east by the rear gardens of the residential properties in Graham Road
 - to the north by a community field and the rear gardens of residential properties fronting Whitefriars Avenue
 - to the west by a light/heavy industrial area. Beyond the industrial units, there is the west coast mainline railway
 - to the east by Whitefriars Avenue. On the opposite side of Whitefriars Avenue is the former Winsor and Newton Paint Factory.
- Boundary fencing consisting of chain link fencing and metal railings encloses the site.
- On the application site, there are a number of buildings which form Whitefriars school. The buildings range in height from single to three storey.
- There is a two storey Edwardian building, fronting Whitefriars Avenue which is locally listed. The other buildings consist of a two storey building, currently used as the Children's centre, a three storey teaching block, a two storey canteen/workshop and sports hall, a mobile and a horsa structure.
- The two storey Edwardian building provides accommodation for the existing primary school children on site which is currently a 2 form entry primary school.
- The playing field to the west of site and hard surfaced sports court is allocated as designated open space as identified in the Harrow Core Strategy and Harrow Local Area Map (2013). The playing field which abuts the northern boundary of the site is also allocated as designated open space.
- The industrial buildings on the opposite side of Whitefriars Avenue are a mixture of two and three storey and the industrial buildings to the west are two storey in height.
- The former Winsor and Newton paint factory and adjoining land on the opposite side of Whitefriars Avenue has planning permission for a mixed use re-development including business and employment spaces, 195 residential dwellings, educational space and areas of open space (Ref: P/1383/13).
- The topography of the site is relatively flat, although there is a cross fall of approximately 2 metres from Whitefriars Avenue on the northern side of the site to the playing fields and hard surface to the south west.
- The site is a designated site within the Harrow and Wealdstone Area Action Plan (2013).

Proposal Details

- The construction of a two and three storey building to provide an all through community school combining Whitefriars primary school with a new secondary school (proposed primary school to be 3 forms of entry 630 pupils – an increase in 1 form of entry (210 pupils)) and the secondary school to be 5 forms of entry (750 pupils & 75 post 16)); associated works to include new hard and soft play spaces including a MUGA; car parking; hard and soft landscaping; refuse/recycling store; cycle parking spaces and a new pedestrian access.
- The application is proposed over five main phases of development which would come forward over 18 months (77 weeks). All buildings on the site are proposed for demolition with the exception of the two storey locally listed Edwardian building fronting Whitefriars Avenue. The phases are outlined as follows:
 - Phase 1 – Early works and demolition (demolition to include sports hall, mobile unit, teachers centre, and horsa hut)
 - Phase 2 – Construction of the main buildings – blocks A & B
 - Phase 3 – Refurbishment of existing primary school
 - Phase 4 – Construction – Block B and Heart Building
 - Phase 5 – Demolition of canteen and children’s centre & remaining external works
- The school buildings will consist of three linked blocks (‘teaching blocks A & B’ and the ‘Heart Building’) in a ‘u’ shape formation as well as the existing detached two storey primary school building which would be internally refurbished. Teaching blocks A & B would be three storeys in height and would be situated towards the northern boundary of the site which adjoins an area of public open space. The three storey building would step down in height to the proposed two storey ‘Heart Building’.
- The building width would span a distance of approximately 121 metres from north to south across the site. Teaching blocks A and B would be rectangular in shape and would link to the square shaped ‘Heart Building’.
- The ‘Heart Building’ would have a width and depth of approximately 50 metres and would be set off the southern boundary of the site by between approximately 23 to 26 metres and the eastern boundary by a distance of between approximately 26 to 30 metres.
- Teaching block A would have a width of approximately 18 metres and depth of 44.5 metres. The northern flank wall would be sited a distance of approximately 3 metres from the northern site boundary which adjoins an area of open space.
- Teaching block B would have a depth of approximately 50 metres and a width of approximately 18 metres.
- The building would have a flat roof. The three storey element of the building would have a height of 11.75 metres to the flat roof and 12.2 metres to the top of the parapet whilst the two storey element would have a maximum height of 9.8 metres to the top of the parapet (as measured from the ground level on the eastern elevation). The main stair core of the building would be sited to the rear of teaching block A and B and would have a flat roof to a height of 14.3 metres.
- The building would be constructed in brick of two different tones. The brick elevations will be broken up through the use of curtain walling
- The proposed two/three storey building will accommodate teaching classrooms, studios and science laboratories together with ancillary WCs storage and office space. It is proposed to split the existing primary accommodation between the existing primary school building and new ground floor teaching block whilst the remainder of the space would be used for secondary accommodation and community space.
- The ‘Heart Building’ will serve as space both for the school and for wider community access. The ground floor will contain a four court sports hall, activity studio and

associated changing facilities, hall/auditorium, dining hall together with kitchen facilities. The first floor would contain special educational needs facilities, sixth form space and a learning resource centre together with ancillary plant room, storage, offices and WCs.

- The external areas around the proposed new building would be extensively landscaped, including the provision of a central 'green heart' at the core of the site to provide a communal space to play, new habitat zones at the Tudor Road entrance and a horticulture teaching garden to the west of the building.
- A new entrance arrival plaza will be created to the front of the site with a paved surface finish and new soft planting to create a public frontage to Whitefriars Avenue. A further arrival plaza would be created at the western entrance to the 'Heart Building'.
- Part of the open space to the south west of the site would be retained and used as a playing pitch.
- A new MUGA and junior sports area would be provided adjacent to the southern and northern boundaries of the site.
- 160 cycle parking spaces will be provided across two arrival plazas situated to the east and west of the site.
- A total of 64 car parking space would be provided across two car parks (including 5 disabled bays). 21 parking spaces for visitors would be situated to the east and would be accessed from Whitefriars Avenue and 43 spaces for staff would be situated in the north western corner of the site, accessed from the Tudor Road entrance.
- A new pedestrian entrance would be provided from Tudor Road, adjacent to the vehicle entrance.
- New internal boundary treatment is proposed to provide a secure line around the building and to define parking areas and play spaces. This would consist of a mixture of 1.8 metre high weldmesh fencing around the building, arrival plaza and sports pitch. The MUGA would be enclosed by a 2.34 metre high weldmesh fence. The reception area would be enclosed by 1.5 metre high bow top fencing.
- A refuse and recycling area would be provided on the western side of the site, accessed from Tudor Road and would be enclosed by 1.8 metre high timber fencing.
- The implementation of the expansion will be phased. The number of children admitted to reception in the primary phase from 2015 will be 90. The school will fill up incrementally across all year groups in the primary phase over a 7 year period. The number of pupils admitted to year 7 in the secondary phase will be 60 places and will increase in phases up to a maximum of 150 by September 2019. The exact dates of the phasing will depend on the demand for secondary school provision in future years. The sixth form places will be available from 2020.

Environmental Impact Assessment

The proposals comprising the current planning application have been the subject of a screening opinion in accordance with Regulation 7 of the Town and Country (Environmental Impact Assessment) Regulations 2011. Officer's consideration of the Environmental Effects of the development was that in this case an Environmental Statement was not required. A copy of the screening opinion can be viewed online as part of the electronic case file for the application.

Relevant History

The site has an extensive planning history. However, with the exception of the Children's Centre development outlined below, over the last 30 years this has been restricted to small piecemeal and infill development.

P/2868/06 Alteration and extension of school buildings and formation of children's centre and external free standing canopy and play equipment to playground (revised)
Granted 29.01.2007

P/2411/14 Application for prior approval of proposed demolition of the teachers centre, sports hall, canteen/ workshop, mobile unit and Horsa building
Prior approval not required 25.07.2014

Pre-Application Discussion

- The applicant (Harrow Council Education Capital Team) entered into a Planning Performance Agreement with Council officers on 21st May 2014 specifically in connection with the application site to formalise pre-application stage of engagement in respect of the proposals. Comprehensive pre-application discussions have taken place with Council officers under the terms of the PPA.

Applicant Submission Documents

∨ **Planning Statement** (summary)

- The vision for Whitefriars Community School is to be at the heart of the community in Wealdstone, and as such the proposals have been designed to the potential for community use in addition to meeting the needs of the school's curriculum.
- The proposals contained within this application are pertinent to the policy objectives of the Governments investment in education.
- The proposals represent a significant investment in the education provision in Harrow and the wider area, providing high quality education for 4-18 year olds.
- In addition, the schools aspiration to provide new and extended facilities for the community supports many of the planning policies in question.
- The expansion and redevelopment of Whitefriars School is and excellent opportunity to enhance the site as a social and educational hub for the community. The principle of development is supported by all tiers of planning policy and is supported by the local community.
- The shared use of the schools facilities means that the site will make a positive contribution to the social fabric of the area. The buildings will act as a new community hub and the tradition of social, recreation and educational provision on the site will continue in an improved environment.
- The scheme will have a positive contribution on the historic assets in the area. It involves the removal of a building with little architectural merit that are in very poor condition and which cannot accommodate the required expansion of the school.
- The replacement building makes a positive contribution to the character of the area and arguably makes a positive contribution to its context.
- The increase in pupil numbers will not have any material impact upon the transport network. Secure cycle and scooter parking spaces will be provided as part of the scheme.
- All other technical issues – including flood risk, archaeology, ecology and trees and sustainable design and construction have been fully addressed in the supporting documentation. The proposed development is therefore considered to be fully compliant with the National Planning Policy Framework, The London plan (2011) and the Local Development Framework.

∨ **Design and Access Statement** – Provides a narrative as to the vision, objectives, design principles and key design elements of the scheme including the site layout, open space, character areas, impact on heritage assets and landscaping strategy.

∨ **Daylight and Sunlight Assessment** – Provides an assessment of the impact of the

proposed development on daylight and sunlight to neighbouring properties and within the development itself.

- ✓ **Arboricultural Impact Assessment** –Sets out the impact the proposed development would have on trees, as well as any appropriate mitigation measures.
- ✓ **Travel Plan** – Provides an assessment of current travel patterns to and from the school for both staff and pupils and sets out mitigation measures and initiatives to encourage more sustainable modes of travel.
- ✓ **Transport Assessment** - Provides an assessment of local highway conditions and deals with the likely impact of the proposed development, recommending mitigation measures in terms of highway improvements, recommended parking standards and measures to encourage sustainable transport modes.
- ✓ **Statement of Community Involvement** – Describes the schedule and outcomes of the community pre-application consultation that has taken place.
- ✓ **Phase II Geo Environmental Assessment Report** – Assesses the condition of the land and any contamination risks as well as any necessary remediation recommendations.
- ✓ **Flood Risk Assessment** Provides an assessment of potential sources of flooding and the associated flood risks to both the application site and neighbouring areas.
- ✓ **Noise Assessment** – Sets out the likely noise impact of the building plant for neighbouring occupiers.
- ✓ **Energy Strategy** – Sets out the predicted energy performance and carbon dioxide emissions of the development and measures required to meet the minimum London Plan targets for reductions in emissions.
- ✓ **Sustainability Statement** – Appraises the proposal in relation to policy requirements of sustainability, including matters of energy, water, resource conservation, waste management, biodiversity and pollution control, as well as reviewing project specific targets to address these policies.
- ✓ **Construction Method, Phasing Plan and Logistics Statement** – Sets out the phasing of works and addresses highway safety and measures to protect residential amenity during the construction phases.
- ✓ **Community Access Statement** – Sets out the intended uses for the building and sports pitches for the wider community and the times of use
- ✓ **Landscape Management and Maintenance Regime** – Outlines management and maintenance fro surrounding soft landscaping.
- ✓ **Ecological Appraisal** – Appraises the ecological and biodiversity value of the existing site and impact on any wider designated conservation sites, together with measures for enhancement.

Consultations:

Sport England: Awaiting comments.

Environment Agency: A review of the documents shows that even though the site is greater than 1ha the proposed works cover a much smaller proportion of this total area. Therefore, if the applicant can satisfy the local planning authority (LPA) that the works will not affect flooding in this area, we will have **no objections** to the proposal as submitted.

Highways Authority: The proposed expansion of Whitefriars Community School is in line with transport aspects of planning policies and, on implementation of the proposed package of mitigation measures, will have only a limited impact on the surrounding transport infrastructure. Consequently there should be no transport-related reason for refusing the Planning Application for the expansion of the school.

Conservation Officer: The proposal is within the setting of a locally listed building. The local list description is:

'Edwardian two-storey school designed of 1910 by HG Crothall. Creates a landmark feature in the streetscene and is a good example of an early effort by the Middlesex County Council of the London Board School type with an imposing two-storey centre and gabled wings. Such 1930s examples demonstrate how variety of massing of simple forms was used to give individuality. The architect is of interest, other school buildings by this architect are listed or locally listed in this borough including Vaughan Centre and Harrow High School. It is an aesthetically pleasing, largely symmetrical design, constructed of yellow stock brick and features clay tiled roof, gauged red brick arches and white render key above windows and two original partial curved roof dormers and original timber sash windows'.

Source of information: Cherry and Pevsner's 'The Buildings of England London 3: North West' page 300 and local history library research and site assessment.

It is considered that given the siting, scale and design of that proposed this would preserve the setting of the locally listed building.

Drainage Authority: Awaiting final comments.

Environmental Health: No objection, subject to conditions regarding contaminated land planning conditions to ensure potential contamination of all landscaped areas is examined, and a remediation strategy prepared if necessary as well as a condition in order to ensure the noise limits specified in the noise report are achieved.

Adequate proposals are made in the Construction Management plan to deal with dust emissions and dirt tracking off the site. However, no mention in this or the noise report is made of noise from deliveries, demolition and construction works. The applicant should be informed of the Council's Considerate Contractor scheme, particularly on the timing limitations for noisy works audible outside the site boundary.

Landscape Architect: The Landscape masterplan - a landscape framework and setting for the proposed new school development is provided by the hard and soft landscape proposals, and this is welcomed. The landscape proposals would create a variety of different spaces, by the siting of new buildings, hard and soft landscape and the arrival plazas at the 2 entrances. The walls / sitting area of the "Green Heart", would break up the large expanse of playground hardsurfacing and provide a soft landscape framework, creating a raised informal sitting / gathering space for the pupils. Many of the existing trees are to be retained and the existing nature conservation value of the area surrounding the sports pitch is to be enhanced with new native tree and shrub planting, which would be integrated with the existing trees. The landscape design proposals aim to establish a range of vegetation experiences for the pupils at the school and the proposed management plan, as long as it is implemented over time, would ensure that the level of diversity can be maintained successfully.

New tree planting is proposed, to be added where space is available and over time these trees would provide some much needed shade for the pupils at the school. A shade canopy is proposed in the outdoor dining and play space, which is welcomed. Many of the proposed trees, shrubs and herbaceous plants would enhance the nature conservation value of the school grounds.

Over time, the proposed trees on the Green Heart will develop sufficiently create a 3 dimensional element, by the trees and tree canopy spreading up and over the raised grassed space and in addition, would provide shade during the summer months.

A variety of activities have been proposed for the pupils, such as table tennis, a traversing wall and a variety of games marked on the playground, together with the informal "Green Heart" area and the more formal sports pitch, junior sports zone and MUGA areas, all of which would add interest to the pupil's school day.

Over time the school grounds could be developed into a valuable educational resource, that can be further developed by the school by identifying opportunities and enhancement, and through curriculum based activities. The proposed horticulture teaching area, although not large, would provide a valuable educational resource that could be further developed by the school. The proposed trees, shrubs, (both native and ornamental), herbaceous and wildflower planting is varied and would provide a diverse range of vegetation experiences for the pupils of the school.

A large number of cycle racks are proposed and hopefully these would encourage a healthy option for pupils, staff and other visitors making the school journey.

The proposed Management Plan and Maintenance regime would need to include the detail of the management and maintenance of the proposed wildflower planting. It would be hoped that the school would implement the plan and continue to develop the landscaped areas over time, to ensure not only the successful establishment and continuity of the overall design concept but also enhancement and diversity to the landscape together with additions to the varied environment for learning.

I have no objections, subject to provision of hard and soft landscaping.

Arboricultural Officer: The tree report and suggested method statement / tree protection measures are acceptable and all recommendations therein should be implemented accordingly. The loss of 8 or so B grade trees will be mitigated with the proposed replacement planting.

Secure By Design Officer: Awaiting comments

Advertisement

Site Notice x 5: Major Development/Departure from Development Plan Expiry: 28.08.2014

Press Advert: Major Development/Departure from Development Plan Expiry: 14.08.2014

Notifications

Sent: 531

Replies: 0

Expiry: 12.08.2014

Neighbours Consulted

An extensive consultation has been carried out which covers a wider area surrounding the site, along Whitefriars Avenue, Athelstone Road and Graham Road to the east, Graham Road, Cecil Road, Tudor Road and Barratt Way to the south and west and Athelstone Road and Marthorne Crescent to the north west. A plan of the consultation area is appended to this report.

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 and Setting of the Locally Listed Building

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

Equalities and Human Rights

Principle of Development

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

• 1 – Educational Need

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

The National Planning Policy Framework (2012) outlines at paragraph 72 that: "The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this

requirement, and to development that will widen choice in education. Local Planning authorities should give great weight to the need to create, expand or alter schools”.

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

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

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

Core policy CS1 of the Harrow Core Strategy (2012) states that: “The development or expansion of physical or social infrastructure will be permitted where it is needed to serve existing and proposed development, or required to meet projected future requirements.” Policies 3.16 and 3.18 of The London Plan (2011) seek to ensure inter alia that development proposals which enhance social infrastructure, education and skills provision are supported.

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

The applicant has provided future projections in relation to the growth of primary school populations which will soon impact on the secondary schools in Harrow and has identified that there will be a significant shortfall in places in the secondary sector by 2020. There are no other allocated sites within Harrow for secondary school provision and having regard to the limited availability of land for new schools within the borough against the backdrop of existing and projected demand for places, it is considered that there is a clear need for additional educational space and as such the proposals have strong policy support at local, regional and national level. Furthermore, the site is located within a highly sustainable location, within the centre of Harrow to help meet the demand for places within the surrounding community.

• **2 - Development within the Harrow and Wealdstone Intensification Area**

The application site is also forms part of a designated site within the Wealdstone West sub area of the Harrow and Wealdstone Intensification Area. The site is located at the northern end of the Harrow and Wealdstone Intensification Area. The adopted CS sets out the spatial vision for the borough and identifies the Harrow and Wealdstone Intensification Area as an area of focus for regeneration in recognition of the ability of this area to deliver the highest levels of sustainable development in terms of available infrastructure and contribution that pooled resources can make to the infrastructure in the area. The principal leading land use identified for the site is education with supporting

land uses of open space and recreation also noted as key opportunities.

Policy AAP3 of the AAP outlines that proposals within the Wealdstone West sub area should provide a design which creates a sense of place, improves pedestrian and cycle links to Wealdstone District Centre, make provision for community uses that are not appropriate to locate within the district centre as well as make a contribution to the quantity, quality and accessibility of existing open space and outdoor playing pitches serving the sub area. Policy AAP11 of the AAP further outlines the importance of enhancing open space within the intensification area due to substantial quantitative shortfalls in the overall number and quality of sites as demonstrated within the Council's Open Space Study PPG17.

It is considered that the re-development of the site for a new all through community school with ancillary sports and community facilities is supported in policy terms and the development would accord with the objectives of the development plan. 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. The proposed building would be highly sustainable and would make a positive response with regard to climate change mitigation. The building design and principal entrance area to the site from Whitefriars Avenue would significantly enhance the immediate locality, creating a sense of place to the surroundings and would also be appropriate in relation to the existing surrounding character of Wealdstone and would respect the locally listed Edwardian building adjacent to Whitefriars Avenue. The proposals would have an acceptable relationship with its surroundings, including the adjacent neighbouring residential properties.

Although the principal use of the buildings and ancillary facilities will be for education, the proposals will also provide shared community access to the facilities which will make an important contribution to Harrow's social infrastructure and enhanced community cohesion within the borough, thereby supporting the wider context of the Harrow and Wealdstone Intensification Area. The school would make provision for a number of community uses both internally and externally. The existing sports pitch to the west of the site would be retained and a new multi use games area (MUGA) would be provided adjacent to this. A further hard surfaced sports pitch would be provided to the north of the site. Overall, it is considered that the alterations to the existing open space would provide improvements in quality over the existing site circumstances through the provision of a new MUGA and in particular in terms of accessibility to the wider community. The Community Access Statement (CAS) which accompanies the application, sets out the aspirations for the school with regard to maximising potential for community use which is the key vision at the heart of the development of the school. The CAS outlines that the sports pitch and MUGAs will be available for after school sports clubs and for local team sports at weekends. The indoor sports hall would also be made available for community use out of school hours and at weekends and could accommodate local badminton and netball teams and 5 or 7 aside football teams. As such, it is considered that the proposals would make a significant contribution towards addressing the identified deficiencies in respect of quality and accessibility of open space within the Intensification Area.

The school would be located in a highly sustainable location and the development will prioritise access to the site by sustainable modes which is emphasised by the provision of 160 cycle parking spaces within the site. The creation of cycle lanes on key routes to and from the school as recommended in the accompanying Transport Statement is supported by the Highways Authority to encourage cycling as a mode of travel. Furthermore, it is

considered that whilst some localised traffic impacts would result, this can be effectively mitigated through a package of physical measures and the adoption and endorsement of a robust school travel plan. Overall, it is considered that the development would not be detrimental to the free flow of traffic and safety of highway users.

• **3 - Open Space**

With regard to open space, the NPPF (2012) advises that existing open space, sports and recreational land, including playing fields, should not be built on unless the development would provide for alternative sports and recreational provision, the needs for which clearly outweigh the loss. 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 (2013) states that... "*the reconfiguration of land identified as open space on the Harrow Policies Map will be supported where there would be no net loss of open space.*" The reconfiguration should result in equivalent or better provision in terms of capacity, quality and accessibility of open space and should secure a viable future for the open space.

The application involves development on open space. As discussed above, part of the site adjacent to the southern boundary, including the soft playing pitch, hard surfaced sports pitch, and a small area of circulation space and hard play area is allocated as designated open space within the Harrow Core Strategy (2012) and Local Area Map (2013). Whilst it is recognised that the types of open space on site would alter, the key considerations in this case with regard to harm to open space policy, are considered to be whether the proposal would have a detrimental impact on the amenity, development and function of "open space" within the site and its principal use by the school for education purposes as well as by the wider community for sports and recreation. In addition, the impacts upon the visual amenities provided by the space to residents of surrounding properties are also considered to be material.

The existing open space covers an area of 8637m². As a result of the proposals, part of the proposed two storey 'Heart Building' would be constructed on an area of existing designated open space (1192m²) which currently forms soft and hard play spaces, part of a hard surface sports pitch together with a small area of ancillary circulation space. However, it is proposed to compensate for the loss of this area by providing a further permanent area of open space to the east and north of the proposed 'Heart Building' in the form of new hard and soft play spaces and ancillary circulation space. As such, there would be no overall loss of open space on the site and the proposed reconfiguration would give rise to an overall area of 8,695m² of permanent open space on the site. Officers consider that the re-provision of open space would also give rise to improvements in terms of quality over the modest area which would be lost and the function would remain the same as existing and would therefore not be detrimental for the users of the site. Furthermore, the location of the vast majority of open space will remain unaffected and will benefit from a number of improvements with regard to ecological value, quality and accessibility.

Officers consider that the fundamental functional value of the designated open space in

supporting the educational use of the site would not be compromised by the new development. Furthermore, the retained soft playing pitch and MUGA would make a significant contribution towards sports and recreation for the benefit of the community.

In addition, it is also acknowledged that there will be an alteration to the existing open character towards the south eastern corner of the site as a result of the proposed two storey 'Heart Building'. The impact is likely to be most pronounced for No's 61-91 Graham Road and 1 – 7 Whitefriars Avenue. However, although the proposed new building would be closer to the boundaries of the adjacent neighbouring properties than is currently the case with the existing buildings on site, it is considered that a sufficient buffer zone of undeveloped open space would be retained around this building to ensure that the development would not unduly impact on the amenity of the closest neighbouring residents.

In summary, having regard to the above policy considerations, the principal of development is considered to be acceptable by officers. It is considered that the proposals would make a significant contribution to social and educational infrastructure within the London Borough of Harrow. The proposed development will result in a significant improvement in terms of the quality of the physical facilities on the site and the removal of time served buildings temporary accommodation. There would be significant benefits with regard to the accessibility and quality of open space on the site both for the primary educational use as well as for the surrounding community. 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 and Setting of Locally Listed Building

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 NPPF makes it very clear that good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making better places for people.

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 7.8D of The London Plan (2011) states that 'Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail'.

Core Policy CS(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.'

Core Policy CS 1.D states that 'proposals that would harm the significance of heritage

assets including their setting will be resisted. The enhancement of heritage assets will be supported and encouraged'. This emphasised further in policy DM 7 of the Harrow Development Management Policies Local Plan (2013).

Policy AAP3 of the Harrow and Wealdstone Area Action Plan states that '*development within all three Wealdstone sub areas will be required to strengthen the district centres vibrancy and vitality*'. Policy AAP 4 expects that all development proposals should '*Use high quality, durable and serviceable materials to the external finished of the building (a) and seek to integrate fully with, and be respectful of, the existing street grain and character*'.

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, Scale and Massing

The applicants have outlined within their Design and Access Statement that the siting, scale and massing of the building has been determined by a number of considerations. The scale and height of the 'Heart Building' has been driven by a need to provide a four court sports hall facility. Other principal considerations include the impact on the surrounding neighbouring properties, regard to sustainable design principles, and to provide a new street scene presence in Whitefriars Avenue that reflects the vision of the school to be at the heart of the community.

The application site is not visually prominent from Tudor Road due to the presence of mature vegetation along the western boundary and the two storey industrial buildings. Furthermore, the proposed buildings would be some 115 metres from the vehicle and pedestrian entrance point. Teaching blocks A and B would be sited closest to the buildings within the Whitefriars Industrial Estate to the west and would be separated by the main car park in this part of the site by a distance of approximately 30 metres which is considered to provide an acceptable relationship. The southern boundary of the site would adjoin the residential gardens of the properties along Graham Road. As such, the proposal is considered to have a very limited impact on the character and appearance of the surrounding area from public vantage points to the west and south.

The northern boundary of the application site would adjoin a small area of public open space. Teaching blocks A and B would be three storeys in height and would be located towards this boundary. Although teaching block A would be located in close proximity to this space, the open space would also provide an appropriate buffer zone to the rear elevations of the neighbouring properties to the north along Athelstone Road (approximately 80 metres away) and east along Whitefriars Avenue (approximately 60m away), particularly having regard to the proposed three storey height, required to accommodate the necessary teaching space. Teaching block A would be oriented east to west so that the principal façade of this block would face towards the open space, thereby also providing a positive relationship for the intended occupiers. There are already industrial buildings sited adjacent to the boundary of the open space and as such the siting of the building in relation to the northern boundary of the site is considered by officers to be acceptable.

The main public frontage to the school would be from Whitefriars Avenue. As outlined previously the site is in a mixed use area with residential dwellings of two storeys and industrial buildings of two and three storeys in height opposite. The attractive locally listed Edwardian building would be retained at the front of the site, whilst the proposed buildings would be centrally located within the site. The two storey 'Heart Building' would be set back from Whitefriars Avenue by between approximately 26 to 30 metres. It is considered that this would provide an appropriate set back in relation to the overall scale of this element of the building and would ensure that it would not appear overly dominant within the street scene, whilst also creating a sense of place, vibrancy and identity when viewed from the street. The linked teaching blocks A and B would be less prominent due to their siting behind the existing primary school building and although three storeys in height would not rise significantly above the pitched roof level of this building. In this regard, it is also considered that the proposed building would have an acceptable relationship with the existing locally listed primary school as it would be sympathetic in scale and design and would not appear overly dominant in key views from Whitefriars Avenue.

The building height would step down from three storeys (12.2m) to two storeys in height (8.6m) with the lowest part of the building sited towards the southern boundary adjacent to the rear gardens of the residential dwellings in Graham Road. The overall separation from the southern elevation of the proposed 'Heart Building' to the main elevations of these houses (approximately 50 metres) is considered to be consistent with spacing and separation that is typical of many suburban areas across Harrow and would be sufficient in respect of the overall width and scale of this part of the building. Although the building would span a considerable distance across the site (121m), officers consider that the height and siting of the building responds appropriately to the surrounding context and size of the site. It would also be appropriate in relation to the 2 metre level change across the site from north to south as although the three storey element would be located in the highest part of the site, separation distances with adjacent neighbouring dwellings would be sufficient to accommodate this height. The siting of the building is considered by officers not to be overly dominant or at odds with the wider character and relationships between buildings that might be found within this surrounding 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 three and two storey building is logical and would reflect the scale of other buildings in the locality. Whilst the building would be at a different scale to the adjacent residential buildings, it would be considered to respond to the challenge of layout and floor space appropriately. As such, in officer's opinion, the proposed three and two storey building would not unduly impact on outlook for the closest neighbouring occupiers or views from public vantage points, including the open space to the north and from Whitefriars Avenue.

Design and Appearance

It is proposed to construct the building in brick in two different tones to create a horizontal emphasis to the external appearance. The proposed bricks will consist of a red/brown multi brick contrasted with a multi buff stock brick. It is considered that the proposed contrast will enhance the appearance of the building and will add visual interest and help articulate the elevations. It is also considered that the proposed brickwork would respond appropriately to the locally listed primary school building. The continuous brick approach will be broken up the treatment of vertical circulation routes by using curtain walling. It is proposed to use the curtain walling for the more social elements of the building including

the Learning Resource Centre which sits above the main entrance. Officers consider that this treatment and the more lightweight appearance of the curtain walling helps break up the scale and massing of the building effectively. Large elements of the curtain walling will include manifestations to communicate the Whitefriars Community School identity. The accompanying Design and Access Statement outlines that the window design has been driven by sustainable design principles and the need to deliver an efficient internal environment. The recessed window reveals with integrated louvre panels and the overall vertical emphasis and arrangement of windows and doors is considered to be acceptable.

It is acknowledged that the western elevation of the sports hall adjacent to the playing fields presents a challenge in terms of design and appearance. In order to provide some relief and visual interest to this elevation it will be broken up through a pattern of recessed and projecting brickwork to provide some texture and decoration to this elevation. Further animation to this façade would be provided through the provision of a climbing wall. Overall, in officer's opinion the design would provide a thoughtful and considered response to the surrounding context and will ensure the western elevation does not appear overly bland.

Landscaping

A comprehensive landscape strategy has been submitted with the proposal which utilises the 2 m level change across the site to help create defined spaces and areas without the need for fencing, thereby retaining the openness and spaciousness of the external area. A central area to the east of the building in front of teaching block B will provide the main play and social spaces for year groups. A central 'Green Heart' will be the focus of the main outdoor space and will enable dedicated zones to be provided for each year group. This landscaping area has been designed to work with the building form and classroom layout to create direct links between indoor and outdoor spaces for specific age groups. For instance the dining hall would link to an outdoor seating area. The provision of an entrance plaza would provide an attractive and welcoming environment to the school and will include new trees and plants to provide colour, structure and seasonal interest along Whitefriars Avenue and will also help in screening the car park situated in the south eastern corner. Notwithstanding the removal of some trees (see below) the strategy proposes to increase the total number of trees on the site and introduce a green landscape buffer zone around the southern, western and eastern boundaries of the site which is considered to make a positive contribution to the character of the area. The existing black railings around the perimeter of the site would be retained and an instant green screen would be added along the length of the primary school which will help soften their appearance within the street. The location of the proposed refuse storage area to the west is considered to be appropriate in terms of character and appearance. Whilst the indicative proposals are positive, a condition is recommended to ensure that a detailed hard and soft landscape specification is submitted to the Local Planning Authority for further consideration to ensure an acceptable scheme is implemented on site.

In summary, it is considered that the design of proposed development would make a positive contribution to the character of the area and would reinforce the positive aspects of local distinctiveness. In officer's opinion the re-development of the site would provide an increased sense of place, vibrancy and identity within the community and would successfully integrate into the surrounding suburban context. Furthermore, a high quality landscape scheme is proposed around the school site would provide an attractive setting for the building and enhance the ecological value of the site. The proposed building due to its scale, design and siting would be sympathetic to the adjacent locally listed primary school building. As such, the proposal is considered to comply with The National Planning

Policy Framework (2012), policies 7.4B, 7.6B and 7.8 C and D of The London Plan (2011) core policy CS1 B and D of the Harrow Core Strategy (2012) and policies DM1 and DM 7 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

As discussed above, there are no residential dwellings to the west of the site which would be unduly affected by the proposals. Having regard to the existing built form on the site, the change in relationship would be most obvious for the storey residential dwellings to the south, in particular No’s 61 to 109 Graham Road and No. 1 to 7 Whitefriars Avenue as a result of the scale of proposed two storey ‘Heart Building’. It is acknowledged that the proportions of this element of the building would be large at approximately 50m in both width and depth. Nevertheless, the southern elevation of the ‘Heart Building’ would be situated between 23 metres and 26 metres from the southern boundary of the site and approximately 50 metres from the rear elevations of these properties. The south eastern corner of the ‘Heart Building’ would be sited 29 metres from the rear corner of the closest property in Whitefriars Avenue (No. 7). It is acknowledged that the proposed building, in particular the ‘Heart Building’ will undoubtedly change the views and outlook from these surrounding properties, however, the distances mentioned as well as the proposed two storey height are considered to be sufficient to ensure that the building would not give rise to unreasonable adverse impacts on the residential amenities of the closest neighbouring occupiers in Graham Road or Whitefriars Avenue in terms of loss of outlook, light, overshadowing or be means of an overbearing impact. It is also noted that there are a number of mature trees along the southern boundary which would help soften views of the building from neighbouring rear gardens.

There is no high level glazing proposed in the southern elevation and as such no undue overlooking or perceived overlooking would occur in relation to the rear garden areas and properties along Graham Road. The ‘Heart Building’ would have an oblique relationship in relation to No. 1- 7 Whitefriars Avenue and therefore officers consider that there would be no undue loss of privacy or overlooking in respect of these properties.

There would also be a considerable change in outlook for the residential dwellings to the north east of application site, in particular, No’s 33 - 43 Whitefriars Avenue. Teaching block A would be three storeys in height and would be sited closest to these properties. At its closest point the eastern elevation would be sited 26 metres away from the eastern boundary and 60 metres away from the rear elevations of these properties. However, due to the east to west horizontal orientation of the building, the impact in terms of the scale and massing would be significantly reduced as the principal wider elevation of this block would run parallel to the northern playing field. The eastern elevation would be

approximately 18.6 metres in width and having regard to this together with the distances mentioned, officers consider that teaching block A would have an acceptable relationship with No's 33-43 Whitefriars Avenue and would not be overbearing or overly dominant or give rise to loss of outlook. The three storey curtain wall in the eastern elevation would serve the circulation space and staircase in this part of the building which would not give rise to any perceived or actual overlooking. There are some classroom windows proposed at first and second floor level facing east, nevertheless officers consider that the minimum distance of 26 metres to the eastern boundary would be sufficient to ensure there is no undue actual or perceived overlooking or loss of privacy to the neighbouring rear gardens and the rear facing habitable windows of the properties.

The rear elevations of the properties to the north of the site, situated along Athelstone Road are some 80 to 90 metres away from the northern elevation of the proposed three storey teaching block A and this aspect of the proposal would therefore not give rise to any detrimental impacts on the residential amenities of the occupiers of these properties in terms of loss of light, overshadowing or loss of outlook. A large number of windows are proposed in the northern elevation which would overlook the public open space which is considered by officers to be acceptable. The distances mentioned would be sufficient to ensure no loss of privacy for the residential occupiers to the north.

The applicant has provided a daylight and sunlight assessment to assess the impact of the development on the light receivable by a sample of neighbouring residential properties. The report is based on best practice guidance contained in the Building Research Establishment (BRE) Digest 209 'Site Layout Planning for Daylight and Sunlight' (2011). The assessment models the impact of daylight and sunlight on the closest residential dwellings and their rear gardens along No. 61 to 109 Graham Road and No. 33-43 Whitefriars Avenue. The assessment concludes that the proposed development would have an insignificant effect on daylight and sunlight received by the neighbouring properties and gardens along Graham Road, particularly as the building would be sited to the north of these properties, as well as the closest residential dwellings along Whitefriars Avenue. Officers are satisfied with the conclusions of the report.

Increase in Intensity of Use

Paragraph 123 of the NPPF (2012) states that planning decisions should aim to: "avoid noise from giving rise to significant adverse impacts on health and quality of life arising from noise from new development". The proposal would result in a material increase in the number of pupils with a gradual increase proposed each year until 2020 and as such noise and disturbance is likely to be an issue as a result of the intensified use.

Due to the number of overall pupils proposed to be accommodated at the site by 2020, it is considered that all parts of the site are likely to be used fairly intensively. The main social space would be located at the front of the site towards Whitefriars Avenue and a junior sports zone would abut the eastern boundary of the site which would run parallel to the residential gardens of No's 33 and No. 35 Whitefriars Avenue. The layout of these spaces remains largely the same as the existing sports court and social play space on the site. Similarly the proposed MUGA to the south is also in a similar location to the existing hard surfaced sports pitched. As such, the location of the external spaces for sports and activities is considered to be acceptable, particularly as daytime noise from school children is already experienced by the surrounding neighbouring properties along Graham Road and Whitefriars Avenue. Nevertheless, it is inevitable that the noise impacts will become more acute for these neighbours as pupil numbers rise over the next seven years.

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 provide new schools. Accordingly, it is considered that whilst some increase in daytime noise will 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 the communities which they are intended to serve as set out in National Planning Policy and the support within the Local Plan.

Additional plant will be installed at roof level on the southern and western side of the 'Heart Building'. In this regard, a noise report has been submitted with the application to address the potential impact of noise and disturbance to nearby residential properties. The report recommends a maximum plant noise level to be achieved at the closest residential premises in order to ensure any disturbance is satisfactorily mitigated. The details of the Noise Report have been referred to the Council's Environmental Health Department who have advised that the maximum noise limit is suitable. Nevertheless, the report also points out that final design and selection of plant has not yet been carried out, and will need to be made with this noise limit and associated comments in mind. As such, officers recommend that planning conditions are attached, should approval be granted, to ensure that the noise limits specified in the report are achieved. Subject to such conditions, the Environmental Health Department have not raised any objections in this regard.

Vehicle Access and Traffic

The vehicle and pedestrian entrance points will remain unaltered with the exception of a new pedestrian entrance from Tudor Road. Currently there are 21 car parking spaces situated in the south eastern corner of the site and 92 spaces adjacent to the northern boundary. However, only 16 of the overall number of spaces are available for staff. Under the current proposals 21 spaces would also be provided in the south eastern corner in the same location as the existing parking area and 43 spaces would be provided along the western boundary adjacent to the industrial estate. Having regard to the location of the parking areas and existing site circumstances, officers consider that 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 proposed school building is intended primarily for primary and secondary 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 and external sports pitches by the local community outside of school hours would be supported by Local Plan policy

The application is accompanied by a community access strategy which outlines the school's intentions in terms of activities and use. It outlines that the school will arrange the management of out of hours community use through a dedicated community team that would include a duty manager and at least two other members of staff who will be responsible for coordinating groups, maintaining facilities and promoting services available in the wider community. The car parking area at the front of the site would be made available for community users. The sports pitches would be used for tournaments and

matches including football, basketball and cricket whilst the indoor sports courts would fill a gap in the demand for netball, badminton and 7 a-side football. Aside from sports, the statement also outlines that the main hall, dining hall and kitchen areas may be used to hold cultural events, whilst the Learning Resource Centre could provide educational classes.

It is recognised that community use of facilities 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. Officers consider that the proposals would have the potential to give rise to additional noise and disturbance in the evenings as a result of additional vehicular trips and outdoor use for sports 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 and external spaces. Similarly, a further condition is also recommended for a community use and management strategy to be approved by the LPA, prior to the commencement of any community use and activities on the site. The strategy would be required to address all potential events and activities throughout the year including details of sports and other events throughout a typical week and the numbers of persons attending as well as details in relation to records of usage of the site. Subject to these conditions, it is considered that the impact on the residential amenities of the surrounding neighbouring occupiers can be satisfactorily mitigated to acceptable levels.

Construction Phasing

The development would be constructed over five main phases of development, lasting approximately 77 weeks. 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. In addition, hoardings would be provided around the perimeter of the site during the build to help mitigate the visual impact and disturbance during construction. 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, officers consider that 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 NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. 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 and ensure that development proposals will not adversely impact on the transport capacity and the transport network, at both corridor and local level. This is further emphasised by policy core policy CS 1 R of the Harrow Core strategy

(2012). Policy AAP19 of the APP reflects the aims and objectives of national and regional policy in seeking to ensure sustainable modes of transport are prioritised. 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.

Whitefriars Community School is expanding both its primary school capacity and also extending its age range to cater for secondary school children. This latter element will involve increase into the adjacent site of a former school, the buildings of which are currently used as a teacher training centre.

Whitefriars Community School is currently a primary school catering for two forms of entry from Reception to Year 6, giving a total of around 420 children. It is proposed that the primary provision is expanded to three forms of entry, giving space for around 630 primary children, plus provision for five forms of entry of secondary provision for Years 7 to 13 giving 750 secondary places. Additionally a nursery with 26 (52 part-time) places is proposed. Staff numbers are expected to increase from 63 to 241.

These increases will come about incrementally, with a profile for pupil numbers to enter the primary phase and to fill the secondary phase presented within other documents supporting this planning application.

Location

The main site entrance is located on Whitefriars Avenue and the school sits adjacent to Whitefriars Children's Centre. The area surrounding the school is residential to the north and south, but with some light industrial properties to the east and west. It is within the walking distance from Harrow & Wealdstone Station which is served by underground, overground and national rail services.

The school site is accessible only from Whitefriars Avenue, which is a residential road and is traffic calmed. On-street parking is restricted by a Controlled Parking Zone effective on weekdays between 10am-11am and 2pm-3pm. This parking arrangement does not affect the school drop-off period in the morning but has some impact on the afternoon pick-up period.

Pedestrian access to the school is located on Whitefriars Avenue where there are pedestrian gates that lead into the school's forecourt and the main school building entrance. Outside the main entrance there is a short stretch of pedestrian guard rail to prevent children from running into the road. Whitefriars School has a small car park for staff which has two spaces for visitors.

Parents are not allowed to drive into this car park to set down or pick up children. With the school entrance on Whitefriars Avenue, this is the main drop off point for those arriving by car. Whitefriars Avenue has traffic calming measures, and the parking and stopping are controlled with "school keep clear" zig-zags, double yellow lines and controlled parking places.

Transport impact and proposed mitigations

The hands up survey with school children in 2011 indicated that the existing transport modal split shows that the majority of pupils walk to school (63%). Dependency on the car is therefore quite low overall. The survey also highlighted a potential opportunity to get more people cycling to school, with 43% of pupils outlining this as their preferred mode of travel in 2011 and 17% of pupils outlining cycling and scooting as their preferred mode of travel in the 2014 survey.

Whitefriars Avenue, Graham Road (to the south of the school) and Tudor Road are covered by Controlled Parking Zone CA which applies to single yellow lines and residents' parking bays on Monday to Friday from 10-11am and 2-3pm. This effectively stops parking by commuters (including teachers and other school staff) but leaves space for residents' visitors outside these two one-hour periods. However, single yellow line controls on Tudor Road vary from CPZ hours, with some applying throughout the working day and others just for two hours from 8-10am.

Athelstone Road to the north of the school, and Tudor Road and Whitefriars Avenue beyond their junctions with Athelstone Road, are not controlled. A combination of a fair number of dropped kerbs for private driveways, on-street parking by residents, and perhaps a degree of commuter parking means that there is relatively little kerbside space for additional parking or for parents to park while delivering or collecting children from the school gate.

Observations on site indicated that parents arrive in Whitefriars Avenue at around 2.45pm and park illegally in controlled parking spaces or on yellow lines. For a short period around 3pm there is a large amount of parking on DYs and on the "school keep clear" zig-zag markings, and considerable traffic congestion. The observed flurry of activity was over by 3.15pm, when parking occupancy reduces to levels observed before the school run starts.

Cars were also observed parking on the DYLS on the corner of Whitefriars Avenue/Graham Road. Observations indicate that Whitefriars Avenue is the main focus of school-run parking, with very little activity further a field.

Graham Road is closed to traffic at its junction with Tudor Road. Observations showed a couple of instances of parking on Tudor Road with parents walking through to the school. Athelstone Road appeared to be unused for school parking.

The large amount of activity concentrated into Whitefriars Avenue at school start and end times leads to considerable congestion there. Local roads to the north, and some to the south (for example Wellington Road and Havelock Road), cope with the existing traffic without great problem, but are unsuitable to carry large amounts of additional traffic, because of their narrow nature and existing parking and not as a function of junction capacity.

Staff parking will be accessed from Tudor Road, though will only accommodate approximately two thirds of staff vehicles assuming no change in travel behaviour. Pupil entrances will remain solely in Whitefriars Avenue.

Parking for delivery/collection of primary school children is likely to extend further north as, with the current CPZ controls, extending to the south would risk parents receiving parking fines before 3pm. With the additional staff parking and the existing relatively high levels of parking, it is likely that the area over which parent parking extends will be considerable.

Given the existing congestion in Whitefriars Avenue, secondary pupils are more likely to be picked up by their parents in more remote locations such as Tudor Road (centered on the Graham Road junction), by “fly-parking” on controlled areas or spaces on local streets, or on the High Street. However, it should be noted that a large number of secondary children are also likely to walk.

The local roads to the north and some to the south (for example Wellington Road and Havelock Road) are unsuitable to carry large amounts of traffic, particularly in short bursts as characterised by school-run traffic. The more dispersed nature of parents’ parking described above, together with any preschool and after-school activities will naturally spread the peak of traffic over a longer period than at present.

Despite this it is likely that local congestion will occur on local roads, such as the northern ends of Tudor Road and Whitefriars Avenue, Leighton Road, Carmelite Road and the roads south of the school including Graham Road, Wellington Road and Wolseley Road.

It should be noted that there are no traffic management or traffic calming measures that would effectively deal with these problems without imposing unreasonable restrictions on the travel of residents or making access difficult to the light industrial units on Tudor Road/Cecil Road. Options considered have included point road closures, one-way systems and wider application of traffic calming measures, though this latter option would have some beneficial impact.

Some of the issues relating 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 by the Highways Authority on these are shown in the table below:

Physical measures	Observations
Existing footways in the area are of sufficient capacity. The High Street has few formal crossing facilities near the school, with only a Zebra crossing at its junction with Ladysmith Road. Provision of further formal crossings on High Street, particularly near its junctions with Whitefriars Avenue and Graham Road, should be considered.	This is supported and should be investigated further in accordance with established criteria for the provision of controlled crossings
Provision should also be made for scooter parking in the school.	This is supported
Effective and targeted enforcement of existing yellow line controls, CPZ parking spaces and obstruction of private driveways.	This is supported
Consideration of the expansion of the existing CPZ to roads to the north of the school, and amendment of hours to fully cover the school start and finish times	This is supported
Extension of traffic calming from Whitefriars Avenue to other roads around the school, including Tudor Road, Graham Road and Athelstone Road, and designation of a 20mph zone covering the area surrounding the school.	This is supported, and would need to be included in our future program of works in discussion with Transport for London.
Provision of sufficient covered "Sheffield" cycle parking stands for all those likely to be attracted to cycling.	This is supported
Creation of cycle lanes on key routes to and from the school,	This is supported and will be included in our cycle vision

particularly along High Street, Locket Road and Tudor Road/Cecil Road, including opening the Graham Road closure to cyclists	document and future plans
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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 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.

It is difficult to estimate the impact of mitigation measures on the number of cars generated by the morning and afternoon school run. Research has shown that a reduction in the order of 6 to 16% is a reasonable expectation generally, with some much higher figures for some schools. Given the particular constraints on the road network around Whitefriars School, and the proposed mitigation measures aimed at discouraging or preventing car use for the school run, it is likely that generated car traffic will be much lower than that predicted. In addition, stricter enforcement of restrictions will lead to an improvement in traffic flow in Whitefriars Avenue, to the benefit of residents there.

The Local Highways Authority has made a firm commitment to implement a number of highways improvements based on the recommendations of the TA as outlined above. There will be a phased approach to improvements in line with the incremental increase in the numbers of students and staff at the school and as funding becomes available. Nevertheless, given the significant increase in pupils at the site, officers recommend a Grampian condition to be attached to the permission, should approval be recommended, to ensure that some highway improvements are implemented prior to 50% occupation of the building by overall total numbers of staff and pupils. This will include an extension of traffic calming and designation of a 20mph zone from Whitefriars Avenue to other roads around the school, including Tudor Road, Graham Road and Athelstone Road and that a parking review shall be undertaken to investigate the expansion of the CPZ to the roads to the north of the school, and amendment of hours to fully cover the school start and school finish times. These measures will make a significant contribution in improving highway safety and in mitigating congestion at the key peak times and the Highways Authority have agreed that this can be achieved within the timeframe. The Highways Authority have indicated that creation of cycle lanes on key routes to and from the school will be implemented by 2017-18 which will enable greater permeability of the site by cyclists in line with the aspirations of the APP.

School Travel Plans

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

The council travel planning officer's work closely with schools to produce a School Travel Plan document. This work is done in partnership with the schools, parents and children to change travel habits and travel modes and use any infrastructure schemes developed in accordance with the travel plan that will encourage walking, cycling or public transport use. At the moment this programme is targeted at primary and middle schools to change and influence children's attitudes about the use of the cars at an early stage of their development and officers of the Council regularly go into schools to talk about the problems that the school run can cause and to promote viable alternative modes of transport.

Transport for London operates an accreditation scheme known as STARS (Sustainable Travel Accredited And Recognised) which provides a robust framework for achieving sustainable transport targets and for increasing effectiveness year on year.

Whitefriars School current STP is accredited to Bronze standard by TfL's STARS (Sustainable Travel Accredited & Recognised) scheme. It is considered that the expanded school should strive to achieve gold accreditation which can be achieved by demonstrating at least 6% reduction in car use or by having 90% of pupils traveling sustainably, engaging in more initiatives and activities, including consultation, and demonstrate a high level of innovation in travel activities and an outstanding level of participation in one form of initiative.

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

The details of the Travel Plan have been referred to the Highways Authority and taking account of the potential increase in traffic set out in the transport assessment officers recommend that the school, with support from Harrow's dedicated School expansion Programme Travel Plan Advisor. Accordingly, a condition is recommended for ongoing monitoring of the school travel plan in order to ensure on going targets and improvements within the Travel Plan accreditation scheme are being met over the course of the schools expansion

Proposed Construction Activities and mitigation

It is expected that, as a worst case scenario not more than 20 trucks per day will access the site during the peak construction period. Construction traffic will enter the site from both Tudor Road and Whitefriars Avenue, approaching from Cecil Road and either Headstone Drive and Harrow View, or Ellen Webb Drive and High Street/Station Road.

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.

Waste Management

The applicant has indicated the provision of a refuse store on the western side of the site. However, due to the narrow access from Tudor Road and limited turning space available in this location, it is considered that access for collection vehicles would be unsuitable. As such, a condition is recommended for details of a revised refuse storage area to be provided, detailing vehicle access and appearance in order to ensure that satisfactory waste storage facilities are provided on the site in accordance with the requirements of policy DM 45 of DMP LP (2013).

Cycle Parking

In terms of bicycle parking, London Plan (2011) standards requires the provision of one space per 10 staff or pupils. Cycle and scooter parking places can be monitored through the schools travel plan and additional spaces provided should demand dictate. The proposed all through community school will accommodate 160 cycle parking spaces located over the two entrance arrival plaza areas to the east and west of the 'Heart Building'. The proposed overall number would accord with the London Plan (2011) standards and officers consider they will make a valuable contribution to sustainable travel in line with the site specific aspirations outlined in the Harrow and Wealdstone Area Action Plan. Accordingly, a condition is recommended to ensure that the cycle parking spaces as detailed on the submitted plans are implemented. 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 expansion of Whitefriars Community School is in line with transport aspects of planning policies and, on implementation of the proposed package of mitigation measures, will have only a limited impact on the surrounding transport infrastructure. Consequently there should be no transport-related reason for refusing the Planning Application for the expansion of the school.

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

Open Space

As discussed above, part of the site is allocated open space and part of the proposed two storey 'Heart Building' would be constructed over a relatively small area of this designated area as depicted on the open space assessment drawing submitted with the application (drawing No. P.001). The designated open space on the site covers an area of 8637sqm. The principle of development on open space is discussed in section 1.

The application seeks to balance the loss of 1192sqm of open space comprising hard and soft play areas and ancillary circulation with an area of 1250sqm of space also consisting of a mixture of hard and soft play areas and ancillary circulation space. The reconfigured area will serve a number of functions for the school, including the central social space

which will be landscaped and provide a high quality environment for educational purposes. The area lost, in officer's opinion, is considered not to be detrimental as it would not give rise to any lost community benefit. The principal playing pitch would be retained and a new MUGA would be provided and as such the proposals would result in a more active use of the space through a number of proposed community uses. Furthermore, a new habitat zone and additional landscaped areas would be provided around the perimeter of the open space, thereby enhancing its appearance and ecological value.

Overall, it is considered that the application will result in a net benefit for the users of the site and wider community. Officers consider that the proposal for development on open space, would therefore not fundamentally 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

Policy 5.21 of The London Plan (2011) 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 know 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 is accompanied by a geo environmental report which has been referred to the Councils Environmental Health Department. The report shows that the sampling carried out on the site indicates widespread presence of made ground, and some contamination in the form of slightly elevated levels of arsenic and PAH compounds. However, the report states that the risk from this contamination will be mitigated by the presence of buildings and hard surfacing as this would break any link between the contamination and potential receptor and therefore no remediation strategy is required.

However, there will also be considerable landscaping across the application site in the form of grass areas, landscape planting, hedging and allotment beds. These proposed landscaping areas are not mentioned in the geo environmental report and sampling locations are not identified as being positioned in them. In this regard, officers recommend that conditions are attached to the permission, should approval be granted, to ensure that further sampling is undertaken in these areas to ensure there is no soil contamination and that an appropriate remediation strategy is undertaken if required before any development commences on site. Subject to these conditions, the Environmental Health Department have raised no objection and 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 and Energy Strategy 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). Photovoltaic panels for electricity and solar water heating panels have been identified as the most likely and feasible technology to be installed. The 40% reduction in carbon dioxide emissions can be achieved as a result of a high quality building fabric with low air permeability together with the introduction of air source heat pumps and 450m² of PV panels. In order to ensure this policy requirement is satisfied, a condition is recommended in respect of this, should approval be granted.

The building is also targeted as BREEAM 'Very Good'. 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. A thermal analysis assessment has been carried out to demonstrate the buildings performance 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. The building's hot and cold water supplies will be sub metered to permit monitoring of usage for various areas of the building.

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.

As set out under policy AAP10 of the AAP, a key aspiration of the Harrow and Wealdstone Intensification area, including this site, is to enable connection to existing or planned decentralised energy networks where feasible. In line with the London Plan (2011), it is

expected that for major developments heating and cooling systems are selected in accordance with a hierarchy with decentralised energy being the priority and gas fired communal heating and cooling the least desirable option.

Currently, there is no heating or cooling network in place within the Intensification Area. The feasibility of connection to a district heating network has been outlined within the applicant's sustainability statement. The statement asserts that as there is presently no identified site that is suitable or cost effective for connection to the school. It outlines that the site around Whitefriars School is suburban and as such has no real base load for a district heating scheme. Furthermore, as there is no identified site, it is impractical to lay pipe work as it may be installed in the wrong location. Officers are satisfied with the conclusions outlined in the sustainability statement with regard to the low feasibility of this option. Nevertheless, the building would provide for communal heating and cooling fuelled by renewable sources of energy. As such, on balance, it is considered that the proposal would meet the requirements of policy AAP10.

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. Although some trees on the site will need to be removed for development purposes, there will be a net increase overall. A comprehensive landscaping scheme has been submitted with the application which shows extensive landscaping across the site. In addition to a diverse range of tree and shrub planting, specific areas within the site would be designated for habitat areas and horticulture as a valuable educational resource which can be further developed by the school. It is considered that further enhancement can be made in relation to climate change mitigation and the ecological value of the site through the provision of a brown roof which all major development proposals should achieve as set out under policy 5.11 of the LP (2011). Accordingly, a condition is recommended in respect of this and to ensure that the hard and soft landscaping proposals are implemented as detailed. Subject to these conditions, 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 around the building. The teaching blocks and Heart Building would be linked at each level. In order to address the 2m level change across the site and internal level change within the building a platform lift will be provided adjacent to an accessible staircase. Two accessible parking spaces will be provided in the designated visitor parking area, whilst three disabled spaces would be allocated with the staff car park to the west. 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 each block. All teaching spaces and social areas will have adequate circulation and space for wheelchair users. Officers consider that these measures are acceptable to enable inclusive access for all throughout the school 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 none B category trees which would need to be removed for development purposes. It is proposed to replace the trees on a one for one basis, with native heavy standard species around the site in order to mitigate the loss and replace any lost visual amenity and wildlife habitat potential.

As outlined above, the site will be extensively landscaped with new trees and planting which in this case together with the new educational facilities would significantly outweigh the loss of trees.

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 final 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. This is further emphasised under policy AAP12

of the AAP (2013). The biodiversity of the site will be enhanced through the creation of habitat zones and new trees and shrubs. It is considered that as the building is significant in scale there would also be space to accommodate a green or brown roof in line with the requirements of policy 5.11 of the LP (2011) and the aspirations of the AAP. In addition, the Council's ecologist has recommended that any consent be accompanied by a condition requiring bird boxes or bird bricks to be installed in suitable locations on the new school buildings which would cater for Regional (London) or UK Biodiversity Action Plan (BAP) species.

Subject to conditions in respect of the above matters, officers consider that the ecological and aesthetic value of the area would be significantly enhanced 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”*.

The site 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 of a building on the site, subject to surface water management controls.

Surface water attenuation tanks are proposed adjacent to the southern boundary of the site in order to achieve a discharge rate of 5 l/s which will meet the required greenfield run off rates and the 1 in 100 year flood event plus 30% for climate change. Flow rates will be managed through the use of hydro brake flow control devices. Foul water from the site will discharge to the existing drainage network.

As the development would be over 1 hectare in area, in accordance with the NPPF (2012), the application has been referred to the Environment Agency who has raised no objection to the proposals. 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, policy AAP9 of the AAP 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 as such, the school receives very good levels of natural surveillance. All ground floor windows and other accessible windows and doors will meet PAS 24:2012 as required for Secure by Design accreditation. The existing secure boundary fence will be retained around the perimeter of the site and a further secure line will be formed by the building itself and new 1.8 metre fences adjacent to the arrival plaza. It is considered that Secure by Design Accreditation for the site should be achieved and can be achieved by through a planning condition. The application has been referred to the Secure by Design Adviser and at the time of preparation of this report officers are still awaiting additional comments in respect of this. Consideration of this information, including any subsequent recommended conditions and further comments from the, will follow on the committee addendum.

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 external surfaces of the building (excluding the brickwork)

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 The bricks to be used in the external surfaces of the building hereby approved shall be:

- Capital Brown Multi Stock by Ibstock
- Leicester Cream Multi Stock by Ibstock

These bricks shall be used for the external surfaces of the building, unless otherwise agreed in writing by the local planning authority.

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).

4 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: Community Access Statement (dated 30th June 2014); Sustainability Statement (dated 30th June 2014); Construction Method, Phasing Plan & Logistics Statement (dated 30th June 2014); Arboricultural Impact Assessment at Whitefriars School; Daylight and Sunlight Assessment (dated 30th June 2014); Design and Access Statement - June 2014; Energy Strategy Report for Whitefriars Community School (dated 24th June 2014); Whitefriars Community School – External Noise Assessment Rev 1 (dated 30th June 2014); Flood Risk Assessment by PEP (June 2014); Flood Risk Assessment Ref: SJC/615893/JRC Rev 0 (dated 11th April 2014); Phase II Geo-Environmental Assessment Report Ref: 771783-REP-ENV-002 (dated April 2014); Statement of community Involvement (dated 30th June 2014); Transport Assessment by Mott MacDonald (dated June 2014); Whitefriars Community School Travel Plan (dated June 2014); Planning Statement (2nd July 2014); 100 Rev 1 (Drainage Works); M.100 Rev 1; M.102 Rev 1; M.103 Rev 1; M.104 Rev 1; M.105 Rev 1; M.201 Rev 1; P.001 Rev 1; P.002 Rev 1; P.003 Rev 1; P.004 Rev 1; Landscape Management Plan and Maintenance Regime (dated June 2014); SP.001 Rev 1; WCS-A-A-21-X01; WCS-A-L-00-001; WCS-A-L-00-002 Rev 1; WCS-A-L-00-003 Rev 1; WCS-A-L-20-001 Rev 1; WCS-A-L-20-201 Rev 1; WCS-A-L-20-202 Rev 1; WCS-A-L-20-301 Rev 1; WCS-A-L-20-002 Rev 1; WCS-A-L-20-003 Rev 1; WCS-A-I-20-101 Rev 1; WCS-A-L-20-102 Rev 1; WCS-A-L-20-X01 Rev 1; WCS-A-L-20-X02 Rev 1; WCS-A-L-20-X03 Rev 1; WCS-A-L-20-X04 Rev 1; WCS-A-L-20-X20 Rev 1; WCS-A-L-20-X21 Rev 1; Preliminary Ecological Appraisal Ref: 771783-REP-ENV-001-ECO Rev 0 (dated April 2014)

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

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

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

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

local authority agrees any variation in writing.

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

7 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. Any maintenance required for the Green and/ or brown roof that is required, should be included in the maintenance plan. The landscape management plan shall be carried out as approved.

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

8 Prior to the construction of the boundary treatment hereby permitted, a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to, and approved in writing by, the local planning authority.

The boundary treatment for each phase shall be completed before the development within that phase is occupied and shall thereafter be retained.

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

9 The development hereby permitted shall not be occupied until details of either a green roof or brown have been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for the implementation and maintenance of the green or brown roof. The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: In the interest of the character and appearance of the development, as required by policy 7.4B of the London Plan (2011) and policies DM 1 and DM 22 of the Harrow Development Management Policies Local Plan (2013) and to enhance the ecology and biodiversity of the area in accordance with policies DM 20 and DM 21 of the Harrow Development Management Policies Local Plan (2013).

10 The development hereby permitted, shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment at Whitefriars School by A.T Coombes Associates (dated 27th June 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

11 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).

12 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).

13 The Whitefriars 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 of the school. 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).

14 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 (08:30-09:30am) or afternoon times (15:00-16:00pm).

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).

15 The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Sustainability Statement (dated 30th June 2014) and Energy Strategy (dated 24th June 2014), unless otherwise agreed in writing with 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.

16 Notwithstanding the submitted Geo-Environmental Report, prior to the commencement of the development, a further 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) The results of the site investigation and detailed risk assessment and, based on these, if required an options appraisal and remediation strategy giving full details of the remediation measures required and how these will be undertaken.
- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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 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 16, and where remediation is necessary a remediation scheme must be prepared 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 18.

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.

18 The level of noise emitted from the new building services plant shall be lower than the existing background level by at least 10 LpA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with BS 4142. The background noise level

shall be expressed as the lowest LA90. Following installation but before the new building services plant comes into operation a report demonstrating compliance with the above condition must be submitted to and approved in writing by the Local Planning Authority before the plant comes into operation.

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

19 Notwithstanding the provisions of Part 32 of The Town and Country Planning (General permitted Development) Order (2010), the area of proposed 'Open Space' identified on drawing No. P.001 shall be permanently retained as open space, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the quality and function of the open space will be maintained for the occupiers of the school and wider community in accordance with policy DM 18 of the Harrow Development Management Policies Local Plan (2013).

20 Prior to the occupation of development, details of bird boxes to cater for Regional (London) or UK Biodiversity Action Plan (BAP) species, to be erected on the development or within the site, shall be submitted to and approved in writing by the Local Planning Authority. The details approved shall thereafter be retained.

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

21 Details of the cycle parking spaces on the site and their phased delivery alongside the development shall be submitted to and approved in writing by The Local Planning Authority. The cycle parking shall be implemented on site for the sole use of the school in accordance with the phasing details and shall be retained for the duration of this educational use on the site.

REASON: To ensure the satisfactory provision of safe cycle storage facilities, to provide facilities for all the users of the site and in the interests of highway safety and sustainable transport, in accordance with policy 6.9B of The London Plan 2011 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

22 The development hereby permitted shall not be occupied above 50% of total numbers of pupils and staff or by 700 patrons at anytime until the following highway improvement works have been undertaken:

(i) Extension of traffic calming and designation of a 20mph zone from Whitefriars Avenue to other roads around the school, including Tudor Road, Graham Road and Athelstone Road.

(ii) A parking review to investigate the expansion of the CPZ to the roads to the north of the school, and amendment of hours to fully cover the school start and school finish times.

The occupation of the development above 50% of total numbers of pupils and staff shall not begin until the above works have been completed and have been certified in writing as complete by the local planning authority.

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).

23 The use of the building and external sports pitches by members of the public shall not commence until a community use scheme and management strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of activities/events and the numbers of persons attending including a mechanism

to record usage, details of pricing policy, hours of use, management responsibilities, and a mechanism for review of the overall scheme. Usage of the building and sports pitches shall be in compliance with the approved community use scheme and management strategy at all times and it shall be kept updated to reflect changing usage of the building and shall be made available at anytime for inspection upon request for the local planning authority.

REASON: To secure well managed and safe community access to the facilities provided, to ensure sufficient benefit to the development of sport in accordance with PPG17 and to ensure that the community use would not give rise to adverse detrimental impacts on the residential amenities of the surrounding neighbouring occupiers in accordance with policy 7.6B of the London Plan (2011) and policy DM 1 of the Harrow Development Management Polices Local Plan (2013).

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

REASON: To ensure that the proposed development does not give rise to undue noise nuisance to neighbouring residents, in accordance with policy 7.6B of the London Plan (2011) and policy DM 1 of the Harrow Development Management Polices Local Plan (2013).

25 The buildings hereby permitted shall be made available for use by members of the public but shall not be open, other than in connection with the school for educational purposes, outside the hours of:

9am – 10pm Monday to Friday

9am – 9pm on Saturday

10am - 7pm on Sundays and Bank Holidays

unless otherwise agreed and 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 and policy DM 1 of the Harrow Development Management policies Local Plan (2013).

26 The Multi Use Games Area (MUGA) and playing field pitch shall be made available for use by members of the public but shall not be floodlit and shall not be open outside the hours of:

9am to 9pm Monday to Friday

9am to 9pm on Saturday

10am to 7pm on Sunday and Bank Holidays

unless otherwise agreed and 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 and policy DM 1 of the Harrow Development Management policies Local Plan (2013).

27 Notwithstanding the details on the approved plans, the development hereby permitted shall not be occupied until a scheme for:

a: the siting, design and appearance of the refuse storage area

b: the storage and disposal of refuse/waste

c: and vehicular access thereto

has been submitted to, and approved in writing by, the local planning authority.

The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure adequate standards of hygiene and refuse/waste collection without

prejudice to the enjoyment by neighbouring occupiers of their properties in accordance with policy DM 1 and policy DM 45 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy:

National Planning Policy Framework (2012)

The London Plan (2011):

3.16 – Protection and Enhancement of Social Infrastructure

3.18 – Education Facilities

5.2 – Minimising carbon dioxide emissions

5.3 – Sustainable design and construction

5.6- - Decentralised Energy in development proposals

5.7 – Renewable Energy

5.8 – Innovative Energy technologies

5.9 – Overheating and Cooling

5.10 – Urban Greening

5.11 – Green roofs and development site environs

5.12 – Flood risk management

5.13 – Sustainable Drainage

5.18 – Construction, excavation and demolition waste

6.3 – Assessing effects of development on transport capacity

6.9 – Cycling

6.10 – Walking

6.13 – Parking

6.11 – Smoothing traffic flow and tackling congestion

7.1 – Building London's neighbourhoods and communities

7.2 – An inclusive environment

7.3 – Designing out crime

7.4 – Local character

7.5 - Public Realm

7.6 – Architecture

7.8 – Heritage Assets

7.13 – Safety, security and resilience to emergency

7.15 – Reducing noise and enhancing soundscapes

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

- CS1 B/D/E – Local Character
- CS 1 F – Open Space
- CS 1 Q/R – Transport
- CS 1 T – Sustainability
- CS 1 U – Sustainable Flood Risk Management

Harrow and Wealdstone Area Action Plan (2013)

Policy AAP3 – Wealdstone

Policy AAP4 – Achieving a High Standard of Development throughout the heart of Harrow
Policy AAP7 – Creating a New Public Realm
Policy AAP9 – Flood Risk and Sustainable Drainage
Policy AAP10 – Harrow and Wealdstone District Energy Network
Policy AAP11: Provision of open Space
Policy AAP12: Improving Access to Nature
Policy AAP19 – Transport, Parking and Access within the Heart of Harrow
Policy AAP20: Harrow and Wealdstone Green Travel Plan

Harrow Development Management Policies Local Plan (2013):

Policy DM 1 – Achieving a High Standard of Development
Policy DM 2 – Achieving Lifetime Neighbourhoods
Policy DM 7 – Heritage Assets
Policy DM 9 – Managing Flood Risk
Policy DM 10 – On Site Water Management and Surface Water Attenuation
Policy DM 12 – Sustainable Design and Layout
Policy DM 14 – Renewable Energy Technology
Policy DM 18 – Protection of Open Space
Policy DM 19 – Provision of New Open Space
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 23 – Streetside Greenness and Forecourt Greenery
Policy DM 42 – Parking Standards
Policy DM 43 – Transport Assessments and Travel Plans
Policy DM 44 - Servicing
Policy DM 45 – Waste Management
Policy DM 46 – New Community Sport and Educational Facilities

Other Relevant Guidance:

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

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.

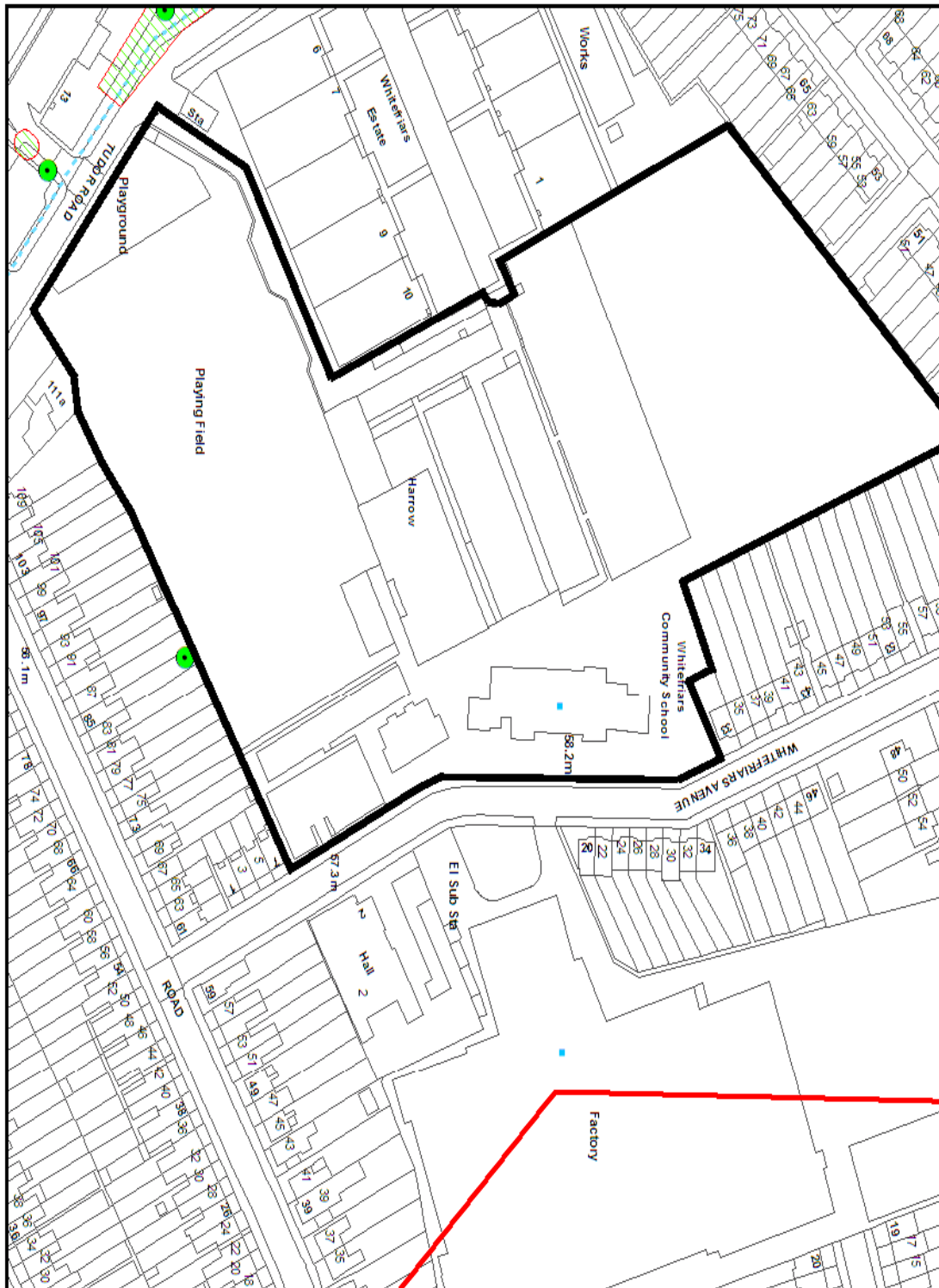
5 DUTY TO BE POSITIVE AND PROACTIVE

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: Community Access Statement (dated 30th June 2014); Sustainability Statement (dated 30th June 2014); Construction Method, Phasing Plan & Logistics Statement (dated 30th June 2014); Arboricultural Impact Assessment at Whitefriars School; Daylight and Sunlight Assessment (dated 30th June 2014); Design and Access Statement - June 2014; Energy Strategy Report for Whitefriars Community School (dated 24th June 2014); Whitefriars Community School – External Noise Assessment Rev 1 (dated 30th June 2014); Flood Risk Assessment by PEP (June 2014); Flood Risk Assessment Ref: SJC/615893/JRC Rev 0 (dated 11th April 2014); Phase II Geo-Environmental Assessment Report Ref: 771783-REP-ENV-002 (dated April 2014); Statement of community Involvement (dated 30th June 2014); Transport Assessment by Mott MacDonald (dated June 2014); Whitefriars Community School Travel Plan (dated June 2014); Planning Statement (2nd July 2014); 100 Rev 1 (Drainage Works); M.100 Rev 1; M.102 Rev 1; M.103 Rev 1; M.104 Rev 1; M.105 Rev 1; M.201 Rev 1; P.001 Rev 1; P.002 Rev 1; P.003 Rev 1; P.004 Rev 1; Landscape Management Plan and Maintenance Regime (dated June 2014); SP.001 Rev 1; WCS-A-A-21-X01; WCS-A-L-00-001; WCS-A-L-00-002 Rev 1; WCS-A-L-00-003 Rev 1; WCS-A-L-20-001 Rev 1; WCS-A-L-20-201 Rev 1; WCS-A-L-20-202 Rev 1; WCS-A-L-20-301 Rev 1; WCS-A-L-20-002 Rev 1; WCS-A-L-20-003 Rev 1; WCS-A-L-20-101 Rev 1; WCS-A-L-20-102 Rev 1; WCS-A-L-20-X01 Rev 1; WCS-A-L-20-X02 Rev 1; WCS-A-L-20-X03 Rev 1; WCS-A-L-20-X04 Rev 1; WCS-A-L-20-X20 Rev 1; WCS-A-L-20-X21 Rev 1; Preliminary Ecological Appraisal Ref: 771783-REP-ENV-001-ECO Rev 0 (dated April 2014)

**WHITEFRIARS COMMUNITY SCHOOL, WHITEFRIARS AVENUE,
HARROW**



Item No. 1/02
Address: ST JOHNS COURT, ST JOHNS ROAD, HARROW
Reference: P/1723/14
Description REDEVELOPMENT TO PROVIDE A FOUR STOREY BUILDING CONTAINING 15 FLATS (2 X 1 BEDROOM AND 13 X 2 BEDROOM) WITH FRONT AND REAR BALCONIES AND ASSOCIATED PARKING, AMENITY AND LANDSCAPING
Ward: GREENHILL
Applicant: W E BLACK LTD
Agent: PRESTON BENNETT PLANNING
Case Officer: CALLUM SAYERS
Expiry Date: 22/07/2014

RECOMMENDATION A

GRANT permission for the development described in the application and submitted plans, subject to conditions, for the following reasons:

GRANT planning permission subject to:

- Conditions set out at the end of this report;
- The completion of a Section 106 agreement with the heads of terms set out below (subject to further negotiation and agreement).
- Authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the Section 106 agreement and to agree any minor amendments to the conditions or the legal agreement.

HEADS OF TERMS

Affordable Housing

- i) On the basis of the financial viability appraisal submitted with the approved application, the developer and the Council have agreed an average base sales value of £419.80 per square foot (calculated on net internal sales area for the residential element of the development). Upon completion of the sale of the last residential unit, the developer is to submit to the Council's Planning Department the sales value achieved for each unit and the average sales value per square foot (calculated on net internal sales area for the residential element of the development);
- ii) In the event that the average sales value achieved is in excess of £419.80 per square foot, the developer is to pay 80% of the surplus sales value above £419.80 per square foot to the Council as a contribution towards the provision of affordable housing in the borough. Should payment be due, this should be paid to the Council

within one month of the developer submitting the sales details as prescribed in clause i) above.

- iii) Public Realm improvements: Payment of £11,000.00 (based on materials and specifications costed at (£220/sqm) towards public realm and open space improvements prior to commencement of development
- iv) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement; and
- v) Planning Administration Fee: Payment of £1,500 administration fee for the monitoring of and compliance with this agreement.

REASON

The proposed development would re-use a previously developed site in a more sustainable and efficient manner, and would provide a satisfactory mix and increase in the housing stock for the borough in a highly sustainable location. Furthermore, the proposed development would provide suitable living accommodation for future occupiers, and would not unacceptably harm the character of the area or the amenities of future or existing neighbouring occupiers therefore according with to policies 3.3 and 4.4 of The London Plan 2011, policies CS1.O/P of The Harrow Core Strategy 2012 policies AAP1 and AAP13 of the Harrow and Wealdstone Area Action Plan 2013.

RECOMMENDATION B

That if the Section 106 Agreement is not completed by 15th October 2013 then it is recommended to delegate the decision to **REFUSE** planning permission to the Divisional Director of Planning on the grounds that:

The proposed development, in the absence of a Legal Agreement to provide appropriate provision for infrastructure that directly relates to the development, would fail to adequately mitigate the impact of the development on the wider area and provide for necessary social and physical infrastructural improvements arising directly from the development, contrary to the NPPF (2012), policies 3.8, 3.13 3.18, 3.19, 4.12, 5.12, 6.3, 7.8, 7.16, 7.18, 7.19 and 7.21 of The London Plan (2011), Core Strategy (2012) policies CS1 and CS10, and policies AAP1 and AAP13 of the Harrow & Wealdstone Area Action Plan (2013).

INFORMATION:

This application is reported to Planning Committee as it creates more than two residential units. The application is therefore referred to the Planning Committee as it is excluded by Proviso 1b of the Scheme of Delegation dated 29 May 2013.

Statutory Return Type: 7: Small Scale Major Development

Council Interest: None

Gross Floorspace: 1227sqm

Net Additional Floorspace: 889sqm

GLA Community Infrastructure (CIL) Contribution: £31,115.00 (based on an uplift of 889sqm of residential floor space)

Harrow Community Infrastructure (CIL) Contribution: £97,790.00 (based on an uplift of 889sqm of residential floor space)

Site Description

- The application comprises a rectangular parcel of land on the north eastern side of St Johns Road, near its junction with Lyon Road.
- The application site currently has a two-storey residential property located on it.
- The site has a slight variation in the site levels, as the property slopes down in a northerly direction towards Station Road.
- The area consists of a mix of uses due to its close proximity to Harrow town centre.
- Along Station Road, particularly on the north eastern side of the road, there is a more spacious character with a less dense patter of development. Buildings along this stretch of the road have generous set backs from the highway with building heights generally limited to 2-4 storeys.
- On the opposite side of St Johns Road is the Lyon House and Equitable House comprehensive redevelopment scheme. This approved scheme would provide a much denser development within the immediate area, with buildings reaching a height of 14 storeys on the corner of Lyon Road and St Johns Road.

Proposal Details

- It is proposed to demolish the existing two-storey residential accommodation on the site.
- The proposed building would provide 15 self-contained residential units, being 2x1 bed and 13x2 bed residential units.
- The proposed new build would have a footprint of 340sqm, with a frontage of 18.5m (including the vehicle access to the rear of the site), and would be 18.7m deep.
- The proposed building would have a flat roof with a maximum height of 11.8m.
- The building would be finished in a mix of materials including brick, metal cladding (third floor), and powder coated aluminium windows. The third floor of the building would be set back from the remainder of the front elevation, which would provide for a terrace along the frontage of the building.
- Projecting balconies are proposed on the front and rear elevations, finished in glass and steel.
- On the southern elevation it is proposed to have a vehicle access beneath the first floor of the building, which would lead through to the car parking area to the rear of the property.
- The bin store for the proposed development would be located within the entrance of the vehicle access to the property, along with the secure bicycle storage.
- The principle building line along the street is not consistent, and the proposed new build would be sit in line with the front building line of No. 7 and forward of No. 11 St Johns Road.
- It is proposed to provide 10 on-site car parking spaces. One disabled car parking space would be provided within the front garden, whilst none would be provided to the rear of the property. One space would have an electric charge point.

Relevant History

- N/A

Applicants Submission Documents

- Planning, Design and Access Statement
- Financial Viability Assessment

Revision to previous scheme

- N/A

Consultations

Policy and Research: No Objection

Drainage Authority: No Objection

Highways Authority: No Objection

Housing: No Objection. *The submitted viability appraisal of the scheme appears robust to demonstrate that the scheme could not financially provide an affordable housing provision.*

Thames Water: No Comment Received.

Advertisement: Major Development

Published: 12th June 2014

Expiry: 10th July 2014

Site Noted Erected: 10th June 2014

Expiry: 13th July 2014

Notifications

Sent: 30

Replies: 1

Expiry: 6th June 2014

Neighbours Consulted

Flats 21 - 39, Nightingale Court, Sheepcote Road, Harrow, HA1 2JB

Flats 1 – 10 St Johns Court, St Johns Road, Harrow, HA1 2EQ

7 St Johns Road, Harrow, HA1 2EY

Summary of Response(s):

- Loss of Sunlight/Overshadowing
- Highway Issues in terms of safety with an increase in vehicles generated by the development.
- Odour and noise from 15 residential units.
- Density; The development is disproportionate to the size of the site.
- Development would harm the mixed commercial character of St Johns Road.

APPRAISAL

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

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

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

In this instance, the Development Plan comprises The London Plan 2011, published Revised Early Minor Alterations [REMA] to The London Plan 2011 and the (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action

Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Principle of Development and Land Use
Affordable Housing
Character and Appearance of the Area
Residential Amenity
Accessibility
Development and Flood Risk
Transport Impacts of Development
Sustainability
Equalities Implications
S17 Crime & Disorder Act
Consultation Responses

Principle of Development and Land Use

Strategic objective 11 of The Harrow Core Strategy (2012) identifies that the Council aspires to “Strengthen Harrow town centre and maintain or enhance the vitality and viability of all town centres...” The Harrow Core Strategy (2012) Core Policy CS1L states that “Harrow’s town centres will be promoted as the focus for community life, providing residents with convenient access to a range of shops, services, cultural and leisure facilities, as well as local employment opportunities and areas of good public transport.”

The site is located in Harrow's Metropolitan town centre and within the Harrow & Wealdstone Area Action Plan Intensification Area (2013). Policy AAP1 of the Area Action Plan provides guidance on development within the Heart of Harrow. Policy AAP13 goes on to provide specific guidance on Housing within this area. Page 22 of the AAP requires encourages new residential development which will drive demand for an overall improvement in the environmental quality of the town centre, support the daytime and evening economy, and add to the town centre’s vitality.

The application property is noted as currently providing a residential use on the site, and as such the proposed development would continue this use, albeit at a higher intensity. As such, the application site can be considered as previously developed land and would not lead to a loss of commercial floor space. Furthermore, the provision of housing in this location is consistent with the aims of the AAP, and would continue to reflect the ‘transition’ character of this part of the town centre, in accordance with the aims of AAP1 and APP13 of the Harrow & Wealdstone Area Action Plan (2013). The proposed scheme is acceptable in principle.

For these reasons it is considered that the proposed development would be the redevelopment of a previously developed site, would not result in the loss of any commercial floor space, and would add to the housing stock, and as such would accord with policy 3.3 of The London Plan 2011, policy CS1.A/H/I of the Harrow Core Strategy 2012, policies AAP1 and AAP13 of the Harrow and Wealdstone Area Action Plan (2013). The principle of the development proposal can therefore be supported.

Affordable Housing

Policy CS1.J of the Harrow Core Strategy 2012 sets an aim for 40% of new housing development in the borough to be affordable housing and states that the Council will seek the maximum reasonable amount of affordable housing on all development sites with a capacity to provide for ten or more units having regard to various criteria and the viability

of the scheme. Such requirements are in line with London Plan policy 3.12.A/B which requires the maximum reasonable level of affordable housing to be provided. The reasoned justification of policy 3.12.A/B of The London Plan 2011 states that boroughs should take a reasonable and flexible approach to securing affordable housing on a site by site basis (The early modifications to the London Plan 2013 has not made any significant changes to this policy). However it is noted that the draft Further Alterations to the London Plan (FALP) does seek to designate Harrow and Wealdstone as an Opportunity Area and seeks to increase the minimum annual housing target for Harrow from 350 to 593 per annum.

The applicant has provided a viability appraisal for the proposed development taking into account the uplift in the unit numbers and the build cost associated with the development. The viability concludes that the provision of affordable housing would not make the scheme viable. As the figures included in the viability are real time based, future fluctuations in the market trend could potentially affect the viability of the scheme and in order to realise any surplus on the sales value achieved the developer will be required to submit details on what sales value were achieved for each unit which would be assessed against the viability appraisal submitted with this application. Officers consider that following the submission of the final sales value achieved, if there is a surplus achieved above the base figure of £419.80 per square foot then the developer shall pay 80% of any surplus value to the Local Planning Authority. Accordingly, it is recommended that a planning obligation be agreed through a s.106 agreement to reflect the above requirement.

Subject to such an obligation, it is considered that the development would accord with policy 3.12.A/B of The London Plan 2011 and policy CS1.J of the Harrow Core Strategy 2012.

Character and Appearance of the Area

Good design lies at the heart of national planning policy guidance. London Plan policies 7.4.B, 7.5.B and 7.6.B and policy DM1 of the HDMPLP (2013) set out a number of design objectives that new developments should seek to achieve, with the underlying objective of requiring new development to be of high quality design. Policy 7.4.B and policy DM1 of the Harrow Development management Local Policy Plan (2013) pay particular reference to design being correct in its context and respecting the public and local realm. Policies AAP1 and AAP4 of the AAP seeks to achieve a high standard of development within the Harrow Town Centre and throughout the Heart of Harrow. Policy AAP1 states that development within all three sub areas of Harrow town centre will be required to strengthen its character, legibility and role as a Metropolitan Centre.

Policy CS1.B of the adopted Core Strategy requires all new development to respond positively to local context in terms of design, siting, density and spacing and reinforce the positive attributes of local distinctiveness.

St Johns Road in this location is noted as being mixed in character, with commercial properties nearer Station Road (northern) and with residential schemes of a similar character to the proposed more to the south. Opposite is the Equitable House site on Lyon Road which is subject to a comprehensive mixed use development. It is noted that an objection has been received commenting that the proposed development would harm the mixed character of the locality. However, the existing property is used as residential currently, albeit at a lower intensity. The proposed development would continue the residential use of the site, and as such would not result in a change in the current mixed

character within this area.

The existing property is a two-storey dual pitch roof, and as such represents an anomaly within the existing streetscene, both in terms of its design and also its bulk and scale. The proposed new build would provide a development within the existing streetscene which is considered to better reflect the prevailing pattern of development and character of the locality. It is therefore considered that the replacement of the existing building with the proposed new build would provide a proportionate addition which would result in an improvement to the existing streetscene and character of the area.

The proposed development would result in a new build to provide 15 self-contained residential units, comprising 1 and 2 bed units in this urban area. Table 3.2 of the London Plan (2011) shows a density of between 70 – 260 dwellings per hectare and of 200 – 700 habitable rooms per hectare. The proposed scheme would provide density of 167 dwellings per hectare and 478 habitable rooms per hectare. The proposed development would therefore provide a scheme that would fall comfortably within the tolerances as set out within the London Plan (2011). It is therefore considered that, notwithstanding the objection received, the proposed development would provide a scheme that would be appropriate within this location, and would be consistent with the London Plan policy in relation to density.

Good design is encouraged to take design cues from the surrounding built environment, which should provide a legible connection between the existing pattern of development and the proposed new build. It is acknowledged that there are limited design cues within the immediate area of the application property.

The proposed replacement building would be a four storey building, which would replace the existing two-storey building on site. As such, there would be a significant difference in appearance of the site from its existing state. The proposed replacement building would have a flat roof and four floors in height, and would be set off the northern boundary by 2.0m and from the southern boundary by 1.0m. It is noted within the streetscene that there is no uniform height in terms of roof ridge heights, indeed this is extremely variable. This would bring the height of the new building almost to the same height as the adjoining property at No. 7 St Johns Road. No. 11 St Johns Road, located to the south of the application site would be a floor lower before increasing in height again at No. 13. Whilst it is acknowledged that the proposed new build would be substantially larger than the existing building, it would nonetheless sit comfortably within the existing streetscene given its similar bulk and design. Furthermore, the proposed dwelling would be set in line with the existing building line of No. 7 St Johns Road, which is of a similar bulk within the streetscene. It is therefore considered that the proposed four storey building would not appear cramped within the existing property nor unacceptably harm the character of the existing streetscene.

The proposed build would be four storeys high and have a front elevation 18.5m wide, which is a relatively large elevation fronting the public highway. However, it is noted on the proposed plans that the design of this elevation has a central forward projection of 0.5m. This forward projection of the 'middle third' provides articulation of the front elevation which will ensure that a large uninteresting frontage is not provided. Furthermore, the proposed elevations demonstrate that high quality aluminium windows frames with 75mm deep reveals will be provided to provide more visual relief on this elevation. The proposed third (top) floor of the new build would be finished in a metal cladding, and would be recessed behind the front elevation by approximately 1.4m to provide a roof terrace for the

future occupiers of this floor. The proposed recess and variation in materials would provide interest to the front elevation, and subject to further details of materials, would provide a good quality development within the site and existing streetscene.

Many of the existing buildings along St Johns Road, and indeed the forthcoming comprehensive development at the Lyon Road/Equitable House site are predominantly flat roof and finished primarily in brick. The proposed new build would incorporate such features. It is proposed to provide external cantilevered balconies on both the front and rear elevation, which are a relatively common feature along the south eastern side of St Johns Road. The use of such materials is considered acceptable in principle. However, it is considered appropriate that a condition be imposed regarding external materials to be used in the construction of the proposed building.

The proposed broad scale, design and form would not therefore have an undue adverse impact on the appearance of the area, rather it would have an acceptable impact on the streetscene, and would continue to respect the character and context of the locality, thereby according with policy 7.4.B and 7.6.B of The London Plan 2011, Policy AAP4 of the Harrow & Wealdstone Area Action Plan (2013), and policy DM1 of the Harrow Development Management Plan (2013).

Landscaping and Public Realm

The proposed plans demonstrate that there would be a mix of hard and soft landscaping within the site, and it is considered that the proposal would provide a suitable mix of landscaping for the property. The landscaping proposed for the building relates to soft landscaping, including tree planting within the front boundary. Notwithstanding the information submitted, it is considered reasonable to seek further detail of the soft landscaping by way of a safeguarding condition. The design & access statement demonstrates that the hardstanding (driveway and parking spaces) would be constructed in semi-permeable materials. The semi-permeable material would be encouraged within the site. However, as little detail is provided with regard to the appearance of the hardstanding materials, it is considered reasonable to attach a condition requiring samples of these materials.

The property located on the opposite side of St Johns Road is the Equitable House site, which is currently subject to a comprehensive development. As part of the planning obligations for that development, a contribution has been received by the Council in order to provide public realm improvements between this site and Station Road to the north. Given that the proposed development would be located directly adjacent to this site and also where the proposed public realm improvements would take place, it is reasonable that this scheme provide a contribution to its implementation. A planning obligation is therefore proposed as part of the S.106 agreement to secure financial contribution to increase the area of the public realm improvements up to this application site is located.

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.

Policy DM1 of the Development Management Policies Local Plan (2013) 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”.

Neighbouring Amenity

The closest residential properties to the site are those to the south east of the site at No. 11 (Flats 1-6) St Johns Court. This property is a three storey building that is currently in residential use. The rear elevation faces north-west. The proposed new build would be set off the common boundary with this property by 1.0m and would extend beyond its original rear elevation by 3.5m for its complete height. The proposed rear elevation would project a further 1.9m into the rear garden, although this is set off the common boundary with No. 11 by approximately 5.5m. The proposed new build would be set behind the rear elevation of No. 11 St Johns Road and would also project through the relevant 45 degree code by approximately 1.6m, and as such would not strictly accord with paragraph 6.31 of the Residential Design Guide SPD (2010). The applicant has submitted in support of the planning application a Sunlight/Daylight report specifically assessing any potential impact of the proposed development on the occupiers of No. 11 St Johns Road. The assessment undertaken to support the planning application, in terms of daylight and sunlight has been undertaken in accordance with '*BRE Site Layout planning for daylight and sunlight: A guide to good practice, Second Addition*'.

The submitted Daylight/Sunlight Assessment concludes that the rearward projection of the proposed new build would result in some loss of light to the existing windows of No. 11 St Johns Road, which are located nearest the common boundary. However, it goes on to state that any loss of daylight experienced by the occupiers of the adjoining property would not be discernable and the rear of the property would remain well lit. The Daylight/Sunlight Assessment goes on to state that the windows at the existing property which currently receive sunlight within the existing context will continue to do so, and as such, would continue to receive an adequate level of sunlight. It is therefore considered that based on the submitted information, the proposed new build would not result in an unacceptable loss of daylight or sunlight to the existing occupiers of No. 11 St Johns Road.

The existing property at No. 11 St Johns Road is noted as having a very wide rear elevation which is 19.5m wide, and stretches from boundary to boundary. Whilst it is acknowledged that the proposed new build would project beyond the rear elevation of this property, it would nonetheless have a large rear elevation that faces to the northwest. Furthermore, given the slight splay in the property boundary, at the rear elevation of No. 9 St Johns Road, the proposed new build would have increased to 1.5m away from the common boundary. It is therefore considered that by reason of the existing spacious site at No.9 and its north-westerly orientation, the proposed development would not unacceptably harm the outlook of the existing neighbouring occupiers.

Located to the north of the application is No. 7 (Bank House) St Johns Road. This property is noted as being in commercial use. It is noted that an objection has been received from this property relating to the proposed development leading to a loss of sunlight and overshadowing. However, it is noted that this property does not have any habitable rooms, and as such the rear facing windows cannot be considered as protected windows. In addition, the proposed building would be set off the common boundary by 1.0m, and the building at No. 7 St Johns Road would be 3.0m away, the proposed building would not project through the relevant 45 degree code. It is considered that the proposed development would not unacceptably harm the amenities of the occupiers of No. 7 St Johns Road.

It is noted that an objection has been received that the increase in residential units to the site would potentially to an increase in odour. It is not clear from the objection how or what such odours would be. However, the property is currently in residential use and it is proposed that this use would continue, albeit at a higher intensity. It is considered that any use at the property that is ancillary to that of a residential use, would not lead to any unreasonable odour issues. Further to this objection, it was also raised that the potential siting of extractor fans onto the exterior of the building any lead to noise nuisance. It is noted that the proposed plans do not demonstrate any sitings of extractor fans. However, any air-conditioning units or extractor fans would be controlled in terms of noise by Environmental Health Legislation to ensure that they would not create a noise nuisance.

The residential properties to the rear of the application site would not be adversely affected by the development proposal, by reason of the appropriate distance between the proposed building and these properties.

Standard of Living Accommodation

Policy 3.5C of The London Plan requires all new residential development to provide, amongst other things, accommodation which is adequate to meet people's needs. In this regard, minimum gross internal areas (GIA) are required for different types of accommodation, and new residential accommodation should have a layout that provides a functional space. Table 3.3 of The London Plan specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit GIA's as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD. This is supported by policy AAP13 of the AAP. Further detailed room standards are set out in the Mayors Housing Supplementary Planning Guidance 2012. Whilst the Mayor's Housing SPG provides guidance for public sector housing the internal rooms standards set out in this guidance provides a good benchmark for the delivery of good quality homes

The table below illustrates the extent to which the proposed development would comply with the recommended room sizes of the London Housing Supplementary Planning Guidance (2012).

Type and GIA	Kitchen/Living/Di	Bedroom
Flat 1 (2 bedroom, 4 person) 74sqm (70sqm)	4 Person 27sqm (27sqm)	Double 17sqm (12sqm) Double 8.5sqm (12sqm)
Flat 2 (1 bedroom, 2 person) 50sqm (50sqm)	2 Person 26sqm (23sqm)	Double 12.9sqm (12sqm)
Flat 3 (1 bedroom, 2 person) 50sqm (50sqm)	2 Person 26sqm (23sqm)	Double 12.1sqm (12sqm)
Flat 4 (2 bedroom, 4 person) 73sqm (70sqm)	4 Person 32sqm (27sqm)	Double 12.3sqm (12sqm) Double 9.5sqm (12sqm)
Flat 5 (2 bedroom, 4 person) 72sqm (70sqm)	4 Person 32sqm (27sqm)	Double 13.7sqm (12sqm) Double 9.5sqm (12sqm)
Flat 6 (2 bedroom, 3 person) 62sqm (61sqm)	3 Person 25sqm (26sqm)	Double 13.85sqm (12sqm) Single 8.2sqm (8sqm)
Flat 7 (2 bedroom, 3 person) 68sqm (61sqm)	3 Person 25sqm (26sqm)	Double 12.3sqm (12sqm) Single 9.3sqm (8sqm)
Flat 8 (2 bedroom, 3 person) 68sqm (61sqm)	3 Person 25sqm (26sqm)	Double 12.3sqm (12sqm) Single 9.3sqm (8sqm)

Flat 9 (2 bedroom, 4 person) 72sqm (70sqm)	4 Person 32sqm (27sqm)	Double 13.7sqm (12sqm) Double 9.5sqm (12sqm)
Flat 10 (2 bedroom, 3 person) 62sqm (61sqm)	3 Person 25sqm (26sqm)	Double 13.85sqm (12sqm) Single 8.2sqm (8sqm)
Flat 11 (2 bedroom, 4 person) 73sqm (70sqm)	4 Person 32sqm (27sqm)	Double 12.3sqm (12sqm) Double 9.5sqm (12sqm)
Flat 12 (2 bedroom, 3 person) 61sqm (61sqm)	3 Person 26sqm (26sqm)	Double 12.2sqm (12sqm) Single 8.1sqm (8sqm)
Flat 13 (2 bedroom, 4 person) 72sqm (70sqm)	4 Person 32sqm (27sqm)	Double 13.7sqm (12sqm) Double 9.5sqm (12sqm)
Flat 14 (2 bedroom, 3 person) 62sqm (61sqm)	3 Person 25.2sqm (26sqm)	Double 13.5sqm (12sqm) Single 8.2sqm (8sqm)
Flat 15 (2 bedroom, 3 person) 62sqm (61sqm)	3 Person 25.9sqm (26sqm)	Double 12.2sqm (12sqm) Single 8.1sqm (8sqm)

Each of the proposed units would meet the GIAs required by the London Plan 2011 and the Council's adopted SPD: Residential Design Guide 2010. However, it is noted that the second bedrooms within the two-bedroom, four person flats would be below 12sqm as required by the Mayor of London Housing SPG (2012). Whilst the proposed second bedrooms would be below the 12sqm requirement as set out in the Mayors Housing SPD (2012), this must be taken on balance with the remainder of the residential accommodation proposed within those units. The proposed floor plans demonstrate that the proposed two-bedroom, four person units would exceed the gross internal floor areas for a unit of their respective occupancies and would provide functional layout for each of the habitable rooms. Furthermore, the proposed accommodation for these units demonstrate that the living/dining/lounge area would exceed the minimum floor areas for this quantum of people, and each of these units would provide designated storage space. It is therefore considered, notwithstanding the shortfall in the second bedroom floor sizes, on balance the proposed accommodation would provide a satisfactory level of accommodation for future occupiers.

In terms of the internal layouts of the units, each of the units would provide relatively good internal circulation and units would have 'like-for-like' room uses above and below. A number of the units that are proposed would be single aspect, which is not encouraged. However, it is noted that the proposed units are not excessively deep, and the living room/kitchen areas would have the kitchens located at the deepest point of the room. Furthermore, it is noted that none of the proposed units would be north facing. It is therefore considered that the proposed development would provide a satisfactory level of accommodation for future occupiers.

Located opposite the application site on St Johns Road, (south West) is the Lyon Road/Equitable House redevelopment site. This approved development would result in large multi-storey buildings located in close proximity to the common boundary of that site with St Johns Road. However, it is considered that given the distance of 25m, and the south westerly siting of this property, it would not lead to a loss of light or outlook for the future occupiers of this site.

It is considered that the proposed development would provide an adequate level of accommodation for future occupiers of the site, and would not unacceptably harm the amenities of neighbouring residential occupiers therefore according with policy 3.5.C of The London Plan 2011, policy CS1.K of The Harrow Core Strategy 2012 and policy DM1

Accessibility

Policy AAP4 of the AAP, policy DM2 of the DMP and policies 3.5 and 3.8 of The London Plan (2011) seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.

Each of the units would have adequate turning and circulation areas whilst appropriate door widths and bathroom facilities are also indicated. Although each of the 16 Lifetime Homes points are not specifically referred to, the design and access statement has confirmed that all units will achieve this standard. It is considered that this to ensure that this is implemented and retained thereafter, an appropriately worded condition has been attached to require this.

Subject to a condition, the proposed development would therefore accord with policy 7.2.C of The London Plan 2011, policy CS1.K of the Harrow Core Strategy 2012, policy DM2 of the Harrow Development Management Policies Local Plan 2013, the adopted SPD: Accessible Homes 2010 in providing accessible units for all persons.

Development and Flood Risk

The site is not located within a flood zone. However, is located within a Critical Drainage Area and given the potential for the site to result in higher levels of water discharge into the surrounding drains, could have an impact on the capacity of the surrounding water network to cope with higher than normal levels of rainfall. The Council's Drainage Team has commented on the application and recommended conditions to ensure that development does not increase flood risk on or near the site and would not result in unacceptable levels of surface water run-off. It is considered reasonable that this matter could be addressed by way of appropriately worded safeguarding conditions. Subject to such conditions the development would accord with National Planning Policy, The London Plan policy 5.12.B/C/D, and policy DM10 of the DMP.

Transport Impacts of Development and Servicing

The NPPF sets out the overarching planning policies on the delivery of sustainable development through the planning system. It emphasises the importance of reducing the need to travel, and encouraging public transport provision to secure new sustainable patterns of transport use.

The London Plan (2011) Policies 6.3, 6.9 and 6.13 seek to regulate parking in order to minimise additional car travel, reduce trip lengths and encourage use of other, more sustainable means of travel. The Parking Addendum to Chapter 6 of The London Plan (2011) which has been updated following the Revised Early Minor Alterations [REMA] in October 2013 sets out maximum parking standards for new development dependant upon their use and level of public transport accessibility. It is noted that at supporting paragraph 6.35 of policy 6.9 (as updated in 2013), that where it has been demonstrated that it is not practicable to locate all cycle parking within the development site, developers should liaise with neighbouring premises and the local planning authority to identify potential for, and fund appropriate off-site visitor cycle parking. In all circumstances, long stay cycle parking should normally be provided on site.

Policy AAP 19 of the AAP seeks to limit on site car parking and development proposals to support the use of sustainable modes of transport, in particular in areas that have a high

level of public transport accessibility. Policy AAP 20 (Harrow and Wealdstone Green Travel Plan) seeks to ensure that all major developments produce a site specific travel plan to demonstrate how the development would meet the wide Green Travel Plan provisions.

The proposal is for 15 units (13x2 & 2x1 bed) which could potentially require up to a maximum of 15 spaces in accord with the LP 2011 maximum standards and 10 are to be provided including 1 disabled compliant space on the frontage and 9 spaces at the rear with one electric charging point. The additional disabled compliant space to be provided on the frontage within the existing parking quantum is welcomed and to standard. Notwithstanding the objection received in relation to car parking requirements, the proposed site would provide a satisfactory level of car parking spaces, according with the requirements of the London Plan (2011). Furthermore, the proposed development is located in a highly sustainable location in terms of its access to public transport levels.

As a result of the mix of units there would be a requirement to provide at least 1 secure and accessible cycle parking space per unit in accord with the LP 2011 equating to 15. Sixteen spaces have been proposed and as such this is considered acceptable.

The proposed refuse collection will accord with the council's Refuse code of practice and Manual for Streets (2007) guidance with collection points located within 10m of the public highway.

Subject to safeguarding conditions, it is considered that the proposal would not have an unacceptable impact on the safety and free flow of the public highway and would accord with London Plan Policies 6.9 and 6.13, Core Strategy Policy CS1R, and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

Sustainability

Policy 5.1 of The London Plan (2011) seeks to achieve an overall reduction in London's carbon dioxide emissions of 60 per cent by 2025. Policy 5.2A/B of The London Plan (2011) sets out the 'lean, clean, green' approach to sustainability, which is expanded in London Plan policies 5.3A, 5.7B, 5.9B/C, 5.10C and 5.11A. Harrow Council has adopted a Supplementary Planning Document on Sustainable Building Design (adopted May 2009). Policy AAP4 of the AAP requires development proposals to incorporate sustainable building design and layout. Policy 5.2B sets out a 40% target reduction for the period between 2013 and 2016

The applicant has not submitted any information in relation to how the proposed development would seek to achieve the requirements as set out above. However, the submitted Design and Access Statement states that the new build would achieve Level 4 of the Code for Sustainable Homes, and would accept an appropriately worded condition to give effect to this. It is considered reasonable to attach a condition accordingly.

Environmental impact Assessment

The application has been screened under the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011 (as amended) and it is considered that the development does not constitute Environmental Impact Assessment (EIA) Development as the development would have relatively low environmental impacts.

Development Obligations

The proposed scheme does not propose to provide an affordable housing provision, which

has been supported by the submission of a Financial Viability Assessment. Whilst at this point in time, the submitted information is accepted on the basis of the current market values attributed to the scheme, there is the potential for the market value to the proposed flats to shift over the construction and sale dates. As such, it is considered reasonable to seek a reappraisal to seek a contribution at the date of sale of the properties. An obligation is proposed accordingly.

The application site is located directly opposite a comprehensive redevelopment site (Equitable House). Within the legal agreement for this development, a financial contribution was secured by the Council to provide for public realm improvements between the site and Station Road. Given that that the proposed development subject to this application is directly adjacent to the redevelopment site, and also the area subject to public realm improvements, it is considered appropriate that this development provide a contribution to carry out further works adjacent to this area.

These are considered necessary to make the application acceptable, in accordance with policies 3.11 and 7.5 of The London Plan 2011 and policies CS1.H/J/Z and CS2.Q of the Harrow Core Strategy 2012.

Equalities Implications

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 would not have any impact on equalities.

S17 Crime & Disorder Act 1998

Policies 7.3.B and 7.13.B of The London Plan and policy DM2 of the HDMPLP (2013) require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. The applicant has sought to address 'Secured by Design' principles and, with the exception of minor details, it is considered that the proposal would accord with these principles. It is considered that the principles of 'Secured by Design' could be achieved on the site and these would be secured by condition, were the application acceptable in all other respects.

Consultation responses

- Density; The development is disproportionate to the size of the site.
Addressed under Section 2 of the Appraisal.

- Development would harm the mixed commercial character of St Johns Road.
Addressed under Section 2 of the Appraisal.

- Loss of Sunlight/Overshadowing
Addressed under Section 3 of the Appraisal.

- Odour and noise from 15 residential units.

Addressed under Section 3 of the Appraisal.

- Highway Issues in terms of safety with an increase in vehicles generated by the development.

Addressed under Section 6 of the Appraisal.

CONCLUSION

The proposed development would re-use a previously developed site in a more sustainable manner, and would provide a satisfactory mix and increase in the housing stock for the highly sustainable location. Furthermore, the proposed development would provide suitable accommodation for future occupiers, and would not unacceptably harm the character of the amenities of future or existing neighbouring occupiers

For these reasons, weighing up the development plan policies and proposals, and other considerations including comments received in response to notification and consultation 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 92 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall be carried out in accordance with the following documents and plans: 14/3321/1, 14/3321/2, 14/3321/3, 14/3321/4, 14/3321/5, 14/3321/6, 14/3321/7, Daylight & Sunlight Report, Site Plan, Location Plan, Design & Access Statement.

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

3 Notwithstanding the details shown on the approved plans, the development hereby permitted shall not proceed above ground floor damp proof course level until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- a: External materials
- b: Shared ground surfaces
- c: Rainwater goods

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

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policies 7.4.B of The London Plan 2011 and policy DM1 of The Development Management Policies Local Plan 2013.

4 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all communal landscape areas other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development in accordance with policy DM22 of The 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 building, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development in accordance with policy DM22 of The Development Management Policies Local Plan 2013.

6 Before the hard surfacing hereby permitted is brought into use the surfacing shall EITHER be constructed from porous materials, for example, gravel, permeable block paving or porous asphalt, OR provision shall be made to direct run-off water from the hard surfacing to a permeable or porous area or surface within the curtilage of the site. Please note: guidance on permeable paving has now been published by the Environment Agency on

<http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>.

REASON: To ensure that adequate and sustainable drainage facilities are provided, and to prevent any increased risk of flooding in accordance with policy DM22 of The Development Management Policies Local Plan 2013.

7 Notwithstanding the approved plans, within three months of the date of this permission, details for a scheme for works for the disposal of surface water and surface water attenuation and storage works on site as a result of the approved development shall be submitted to the local planning authority to be approved in writing. The development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with the objectives set out under the National Planning Policy Framework 2012 and policy DM10 of the Harrow Development Management Policies Local Plan 2013.

8 The refuse and waste bins shall be stored at all times, other than on collection days, within the designated refuse storage areas as shown on the approved plans.

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policies 7.4.B of The London Plan 2011 and policy DM1 of The Development Management Policies Local Plan 2013.

9 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. measures to control the emission of dust and dirt during construction
- v. a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties on the site, thereby according with policies DM1, DM42, DM43 and DM44 of the Harrow Development Management Policies Local Plan 2013

10 The 15 residential units in this development, as detailed in the submitted and approved drawings, shall be built to Lifetime Home Standards, and thereafter retained to those standards.

REASON: To ensure provision of 'Lifetime Home' standard housing in accordance with policies 3.8 and 7.2 of The London Plan 2011, policy DM1 of the Development Management Policies Local Plan and the Council's adopted Supplementary Planning Document: Accessible Homes (2010).

11 Prior to the construction of the building hereby approved on site beyond damp course level, additional details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the building and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

REASON: In order to prevent the proliferation of individual television reception items on the building which would be harmful to the character and appearance of the building and the visual amenity of the area, thereby according with policy 7.4.B of The London Plan 2011 and policy DM1 of the Harrow Development Management Policies Local Plan 2013.

12 Before the development hereby permitted is occupied a Sustainability Strategy, detailing the method of achievement of Level 4 of the Code for Sustainable Homes (or successor) for the residential units, which includes details of siting, design and noise levels of any equipment, the reduction of baseline CO₂ emissions by 20%, and mechanisms for independent post-construction assessment, 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 for each phase demonstrating compliance with the approved Sustainability 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 the NPPF, Policies 5.1, 5.3A, 5.7B, 5.9B/C, 5.10C and 5.11A of The London Plan (2011), Policies DM12 and DM14 of the Harrow Development Management Local Policies Plan (2013) and adopted Supplementary Planning Document Sustainable Building Design (2009).

INFORMATIVES:

1 INFORMATIVE:

The following the policies are relevant to this decision:

National Planning Policy Framework 2012

The London Plan 2011: 3.3, 3.5, 5.1, 5.2, 5.12, 6.3, 6.9, 6.13, 7.3.B, 7.4.B, 7.6.B, 7.8.C/D/E

Harrow Core Strategy 2012: CS1.B/K/O/P, CS4.D

Harrow & Wealdstone Area Action Plan (2013): AAP1, AAP4, AAP13

Harrow Development Management Policies Local Plan (2013): DM1, DM2, DM9, DM10, DM12, DM42.

Supplementary Planning Document: Residential Design Guide 2010

Supplementary Planning Document: Sustainable Building Design 2009

Supplementary Planning Document: Accessible Homes 2010

2 INFORM_PF1 - Grant with pre-application advice

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

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

3 INFORMATIVE:

Please be advised that this application attracts a liability payment of £31,115.00 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority upon the grant of planning permission will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a CIL Liability Notice indicating a levy of £31,115.00 for the application, based on the levy rate for Harrow of £35/sqm and the residential floor area of 889sq.m.

4 Harrow CIL

Harrow has a Community Infrastructure Levy which will apply Borough wide for certain uses of over 100sqm gross internal floor space. The CIL has been examined by the Planning Inspectorate and found to be legally compliant. It will be charged from the 1st October 2013. Any planning application determined after this date will be charged accordingly.

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;

Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis)- £55 per sqm;

Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm

All other uses - Nil.

The Harrow CIL Liability for this development is: £97,790.00

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

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

6 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

7 PARTY WALL ACT:

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

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

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

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

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

8 SUDS

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

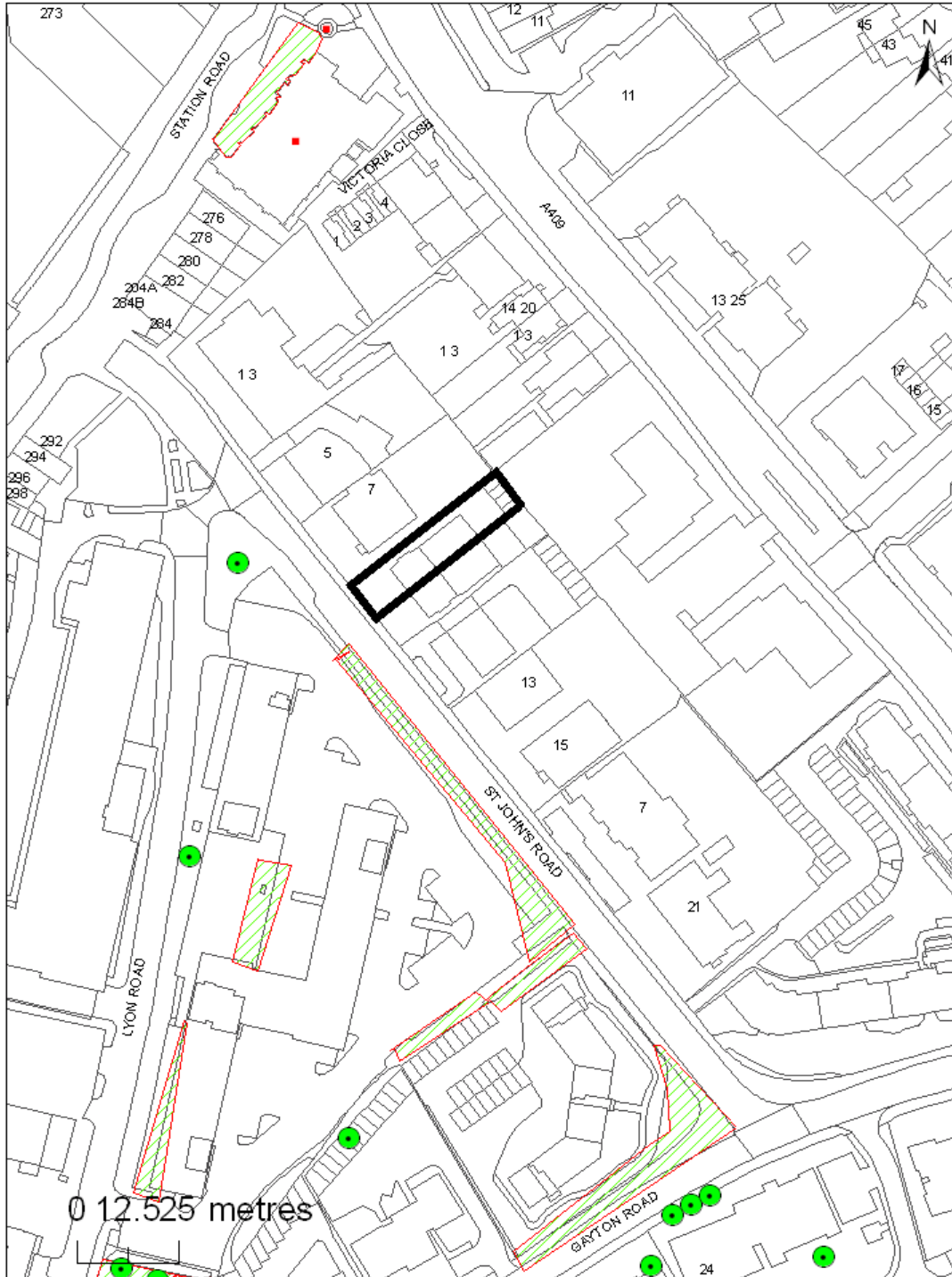
SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles. The applicant can contact Harrow Drainage Section for further information

Plan Nos: 14/3321/1, 14/3321/2, 14/3321/3, 14/3321/4, 14/3321/5, 14/3321/6, 14/3321/7, Daylight & Sunlight Report, Site Plan, Location Plan, Design & Access Statement.

ST JOHNS COURT, ST JOHNS ROAD, HARROW



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SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

Item No: 2/01

Address: EARLSMEAD PRIMARY SCHOOL, ARUNDEL DRIVE, HARROW

Reference: P/2392/14

Description: SINGLE STOREY INFILL EXTENSION TO CONNECT EXISTING BUILDINGS INCORPORATING NEW ENTRANCE LOBBY; ASSOCIATED HARD AND SOFT LANDSCAPING (IN ASSOCIATION WITH THE EXPANSION OF THE EXISTING SCHOOL FROM 404 PUPILS TO 416 PUPILS)

Ward: ROXETH

Applicant: HARROW COUNCIL

Agent: ELLIS WILLIAMS ARCHITECTS

Case Officer: NICOLA RANKIN

Expiry Date: 15th 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 Earlsmead Primary School, Arundel Drive, Harrow, HA2 8PW.

INFORMATION

The application is reported to the Planning Committee because the Council is the applicant and landowner and the proposal is greater than 100 m² and therefore falls outside of category 1(h) 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 Earlsmead Primary School, Arundel Drive, Harrow, HA2 8PW.

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

Statutory Return Type: Minor Development

Council Interest: The Council is the landowner.

Gross Floorspace: 130sqm

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 and expanding SEN provision

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

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

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

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

Demographic projections indicate Harrow is poised for a dramatic increase in primary and secondary school age children in the coming years, with a corresponding increase in the number of pupils with special educational needs. Special needs statements increased by 93 places (9%) between 2006 and 2011, and this rate of increase is rising. With special schools in Harrow nearing capacity, placement offers are less able to respond to parental preference and in some cases are having to make placements outside of the borough.

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

The proposed expansion of Earlsmead Primary School is one of 17 proposed expansions in the current phase of the Council's borough wide policy to provide a place for very child at a good local school. The programme includes 10 other local primary school expansions, a secondary school expansion, 2 other SEN school expansions and the addition of SEN units to 3 mainstream schools. Currently Earlsmead School has 404 pupils with plans to accommodate 416 (12 additional SEN places) pupils by 2017.

Site Description

- Site is occupied by First and Middle School consisting of mainly single storey buildings plus a two storey annex block to the east, all of which are typically brick faced. The school is within a back land location, accessed from Arundel Drive but set well back from it.
- The school site is bounded on the South, West and North by residential properties on Arundel Drive, Walton Avenue and Earlsmead Road respectively
- The school has its primary frontage facing south onto an internal car park.
- The school playing areas comprise of grass fields to the south east and hard court playgrounds surrounding the existing buildings. Towards the west and north boundaries are area of grass under established mature trees.
- Also on the site is a former caretakers building which has been converted into a day care centre.

Proposal Details

- The application proposes a single storey infill extension to connect existing buildings incorporating new entrance lobby; associated hard and soft landscaping.
- The proposed extensions and alterations area in association with the expansion of the existing school from 404 pupils to 416 pupils.
- The proposed single storey infill extension, incorporating entrance lobby would have a maximum depth of approximately 23.5 metres and a maximum width of approximately 9.6 metres.
- The single storey infill extension would have a flat roof to a height of approximately 3.9 metres which would link into the roof of the adjacent buildings.
- The proposed entrance lobby would have a slightly higher flat roof to a height of approximately 4.8 metres.
- The extension would serve as an interconnecting space between the adjacent buildings and as a walk through library.
- The external surfaces would be finished in rendered block work.

Relevant History

P/2946/10 Details pursuant to condition 3 (soft landscaping) attached to planning permission p/2946/10 for change of use of existing building from a caretakers home to a children's centre; rear conservatory; side infill extension; canopy over existing entrance;

external alterations
Granted 23-May-2011

P/1585/11 New canopy to west of the main building
Granted 28-Sep-2011

Pre-Application Discussion

- N/A

Applicant Submission Documents

- ∨ Design and Access Statement (summary)
- The architectural language adopted for the new extensions is modern and contemporary, using the latest teaching and learning techniques and state of the art technology, whilst respecting the existing school design.
- The new extensions and refurbishments seek to promote educational excellence and good architecture. The aim of the design is to produce a building that performs well and reflects the vision and aspirations of the school.
- These proposed improvements will better equip Earlsmead First and Middle School to accommodate local demand in the future, and be more able to deliver positive outcomes for local children, families and communities.
- ∨ Travel Plan
- ∨ Transport Assessment
- ∨ Statement of Community Involvement (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 proposals on the 30th April 2014. This was run as a drop in session and the local community were invited to examine plans and discuss proposals with representatives of the school, Council, Framework contractor and Architect. Residents were invited to comment on the scheme and record comments on sheets or by email.
- ∨ Drainage Report
- ∨ Sustainability Statement

Consultations:

Highways Authority: Overall the proposed mitigations for the expansion of Earlsmead 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: No Objections, subject to conditions.

Landscape Architect: There are no detailed landscape proposals, although the proposal, adjacent to the proposed entrance lobby and walk through library, to break up the large expanse of tarmac with soft landscape and artificial grass, creating a less formal and more interesting space, would be welcomed. Hard and Soft landscape proposals are required to integrate the proposed new building into the existing landscape. Proposed enhancements to the existing landscape would be required.

Advertisement

N/A

Notifications

Sent: 123

Replies: 0

Expiry: 01.08.2014

Addresses Consulted

- 90-160 (evens) Arundel Drive
- 67-107 (odd) Walton Avenue
- 90- 120 (evens) Walton Avenue
- 1-57 (odds) Earlsmead
- Harrow Borough Football club

Summary of Responses

- None

APPRAISAL

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

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

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

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

MAIN CONSIDERATIONS

Principle of Development

Impact on Character and Appearance of the Area

Residential Amenity

Traffic and Parking

Sustainability

Accessibility

Biodiversity, Trees and Landscaping

Flood Risk and Drainage

S17 Crime & Disorder Act

Consultation Responses

Equalities and Human Rights

Principle of Development

The National Planning Policy Framework outlines that the purpose of the planning system

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

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

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

The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state funded school places, increasing choice and opportunity in state funded education and raising educational standards.....The Government wants to enable goods schools to 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 improvement of educational facilities with a high standard of design and layout to assist in accommodating 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 single storey extension and entrance lobby would not be visible from public vantage points and would be screened by the presence of the existing buildings.

Both the proposed extension and entrance lobby would be reflective of the existing design and appearance of the school and officers consider that views from within the site 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. A condition is therefore recommended in respect of materials to ensure the extension would match with the appearance of the existing school buildings

The other proposed external alterations in respect of the associated ramp and hard and soft landscaping would have a minimal impact on the character and appearance of the area and are considered to be acceptable.

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

Residential Amenity

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

Amenity impacts in relation to scale, massing and siting

The proposed single storey infill extension and entrance lobby would largely be sited in between the existing building and would not be in close proximity to any residential dwellings.

Having regard to the modest scale and siting of the proposed extensions, officers consider that they would not give rise to any detrimental impacts on the residential amenities of the neighbouring occupiers in terms of loss of light, overshadowing, loss of privacy or overlooking.

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

Increase in Intensity of Use

The National Planning Policy Framework places particular emphasis on meeting the need for school places. Within urban areas, the growth of school places will result in some additional impacts upon nearby residential properties. The NPPF nevertheless requires that particular weight be applied to the need to expand and alter schools. There proposal would not give rise to any significant changes in terms of hard and soft play space provision and the proposal is not anticipated to give rise to additional undue noise impact, particularly as the proposals would accommodate 12 extra pupils. 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. Or car parking areas. Consequently the application is considered to be acceptable in this regard.

Construction Phasing

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. Although the proposal is not a major development, the application is supported by a Travel Assessment and Travel Plan to address the proposed expansion of pupils and staff over the next 7 years. The Transport Assessment (TA) in support of the application was undertaken by an independent travel consultant. The details and recommendations of the TA, including traffic surveys and assessments have been referred to the Council's Highways Authority to consider the potential impact of the development and this is discussed in detail below.

The school is located in a residential area and is bounded by local roads (Arundel Drive, Walton Avenue, Carlyon Avenue and Earlsmead) on each side.

The school has only one shared entrance between vehicles and pedestrians and it is located on Arundel Drive. Arundel Drive is a traffic-calmed street with a 20mph speed restriction. There are also two speed tables, located on the junction of Carlyon Avenue with Arundel Drive and on the junction with Arundel Drive with the roundabout.

Arundel Drive is a narrow road with on-street parking available on either side of the road apart from the areas protected by DYL and "school keep clear" zigzag markings. However, most of the residents have off-street parking facilities. Traffic levels within the immediate

vicinity of the school are low apart from the school pick-up and drop-off periods. There are no CPZ controls in the immediate area.

Pedestrians can only enter the school via the shared entrance. There is a “lollipop” person in front of the school to assist the children crossing the road during the school opening and closing hours. The shared entrance has two dedicated gates, one for pedestrians and other for vehicles. There is a segregated footpath within the school grounds with metal guard rails for the protection of the walking children.

Earlsmead Primary School provides a cycle storage facility for pupils and teachers. There are twenty covered Sheffield stands with space for 40 cycles, located on the eastern side of the entrance to the school. There is an advisory cycle lane and it is only available on the western side of path used by vehicles to access the school. The school participates in cycle training schemes through “Bikeability” courses run yearly for children in years 5 and 6. The school also has recently carried out Doctor Bike Day and up to 50 children participated in this event.

At the present time there are no dedicated cycle lanes in the immediate vicinity of the school. As this is primary school, congestion during peak times and lack of designated cycle priority facilities could discourage parents from allowing their children to cycle to school.

Earlsmead Primary School has a single vehicle access point which runs adjacent to the pedestrian access. The driveway is separated from the pedestrian pathway by metal guard rails. This entrance is used by vehicles to access the school car park and for servicing and deliveries. The car park has approximately twenty four spaces, which is not enough to accommodate the demand for parking by staff, resulting in some staff parking on Arundel Drive.

The school does not allow parents to drive on to the site to pick-up or drop-off their children, so the main drop-off/pick-up points for parents are Arundel Drive and Walton Avenue. These two roads experiences 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.

Transport impact and proposed mitigations

Currently there are approximately 24 parking spaces provided on the school site for staff. Under the proposals this is not expected to change. The car park is available for use only by school staff. Based on observations, at the present time the school’s internal car park is over-utilised with cars double-parking.

It was also noted that some teachers park their cars in Arundel Drive. The worst case scenario without any mitigation, the number of staff arrive to school by car will only increase by 3 to 42 and the internal car park will not be able to accommodate the remaining 18 vehicles. However, this slight increase in the number of cars is not expected to cause a noticeable change in the present condition of Arundel Drive and this can be accommodate in the observed section of Arundel Drive.

It is difficult for vehicles to pass along the observed roads without being held up, mainly due to inappropriate parking during peak times with parents ignoring the existing parking restrictions, especially in Arundel Drive. However, based on the future mode split and the mode split assumptions, additional four vehicles are expected on the road during the peak hours on Arundel Drive, but the additional traffic created by the school expansion this will

not have major impact towards the overall traffic condition in the surrounding streets. Therefore, without any mitigation, it would be reasonable to expect that with this very low increase in traffic volume, the levels of congestion would stay the same as the present time in Arundel Drive.

Currently 51% of children either walk or cycle to Earlsmead Primary School. Clearly these modes have the smallest impact, and current facilities (such as footway widths) are sufficient to accommodate the increased numbers that will result from school expansion. The school has sufficient cycle parking spaces to accommodate the expected increase in numbers cycling.

Earlsmead Primary School currently has significant problems related to the level of parking in the school's internal car park. In order to relieve some of this pressure there would be some benefit to increasing the number of parking spaces within the school to accommodate the current and future staff numbers.

The roads surrounding Earlsmead Primary School suffer from inconsiderate and illegal parking during drop-off/pick-up periods. In order to relieve some of the existing traffic problems that arise as a result, it is recommended that the London Borough of Harrow engages in systematic and frequent enforcement of parking restrictions on Arundel Drive and Walton Avenue.

Parking restrictions double yellow lines (DYLs) are only available on some sections of the outer half of the roundabout connecting Walton Avenue with Arundel Drive. Therefore the introduction of DYL's to keep these sections clear of stopped vehicles is supported and will be considered as part of this application.

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.

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 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.

Earlsmead Primary School is not currently accredited to 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.

It is therefore recommended that the school, with support from Harrow's School Travel Plan Advisor, should achieve Bronze accreditation prior to implementation of permission, and Silver accreditation in a further two annual accreditation cycles (noting that accreditation takes place once per year and therefore two cycles might take up to three years from the implementation of planning permission).

Further, 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 planning condition is recommended in respect of this to ensure targets are achieved.

Proposed Construction Activities and mitigation

It is expected that the construction traffic will use Alexandra Avenue and Arundel Drive to enter and exit the construction site. It is further expected that, as a worst case scenario, no more than 10 trucks will be accessing 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 requires the provision of one space per 10 staff or pupils. It is noted that the school TP shows the school has 50 cycle spaces which is in line with the requirements of The London Plan (2011) and is considered to be acceptable. Cycle and scooter parking places can be monitored through the schools travel plan and additional spaces provided should demand dictate.

Overall, the proposed mitigations for the expansion of Earlsmead Primary 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 Earlsmead Primary 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.

All light fittings will be energy efficient. The fabric of the building is intended to achieve low U values and all materials are intended to have an A rating under the BRE Green guide. For these reasons and subject to the above condition, officers therefore consider that the proposal is in accordance with policies 5.2 and 5.3 of The London Plan, core policy CS1 T, policies DM 12 and DM 14 of the Harrow Development Management Policies Local Plan and the Council's adopted SPD Sustainable Building Design.

Policy 5.11 of the London Plan (2011) seeks to ensure development proposals provide site planting and increase biodiversity, for sustainable urban drainage and improve the character and appearance of the area. It is proposed to increase the amount of soft landscaping within the playground which would provide a further soft play space for the users of the site and is a welcome addition. Accordingly, a condition is recommended for

further details of hard and soft landscaping to be submitted and approved by the local planning authority. Subject to this condition, it is considered that the proposal will result in enhancement and diversification of the site and will make a positive contribution to the character of the area in accordance with policy 5.11.

Accessibility

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

The proposed extensions will be fully wheelchair accessible. Level access will be provided to the building both internally and externally. The new infill extension will incorporate small ramps suitable for disabled persons. 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 submitted plans indicate that one tree must be removed for development purposes. 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 have not objected to the application in this respect.

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

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

Soakaways are proposed adjacent to the extensions 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. As such, the application is considered to be acceptable in this regard.

Consultation Responses

- None

Equalities and Human Rights

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

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

CONCLUSION

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

CONDITIONS

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

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

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

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

3 Save where varied by the other planning conditions comprising this planning permission, the development hereby permitted shall be carried out in accordance with the approved plans: Mechanical, Electrical and Public Health Scheme Design; Ventilation Statement and Sustainability Strategy Proposal Report No. P3148J; Construction Method, Phasing Plan and Logistics Statement; (0) A02; (0) A03; (0-) A01 Rev A; (0-) A02 Rev A; (0-) A03 Rev A; (0-) A04 Rev A; (0-) A11 Rev A; (0-) A12 Rev A; (9-)A01 Rev A; (9-) A03 Rev A; Document titled: Earlsmead Rev 1 Phase 2; Design and Access Statement; Earlsmead Primary School Travel Plan; Document titled Overview of Harrow Council's Primary School Expansion Programme; Statement of Community Involvement; Transport Assessment by Mott MacDonald; Document titled: Storage Design Tank by Clark Smith Partnership; S-100-10 Rev E2

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

4 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 buildings hereby permitted shall not be occupied until details of works for the disposal of surface water 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).

7 The Earlsmead School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the development hereby permitted. 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 polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

8 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 times (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 policy 7.6 of The London Plan 2011 polices DM 1 and DM 42 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy:

National Planning Policy Framework (2012)

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
- 7.21 – 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.

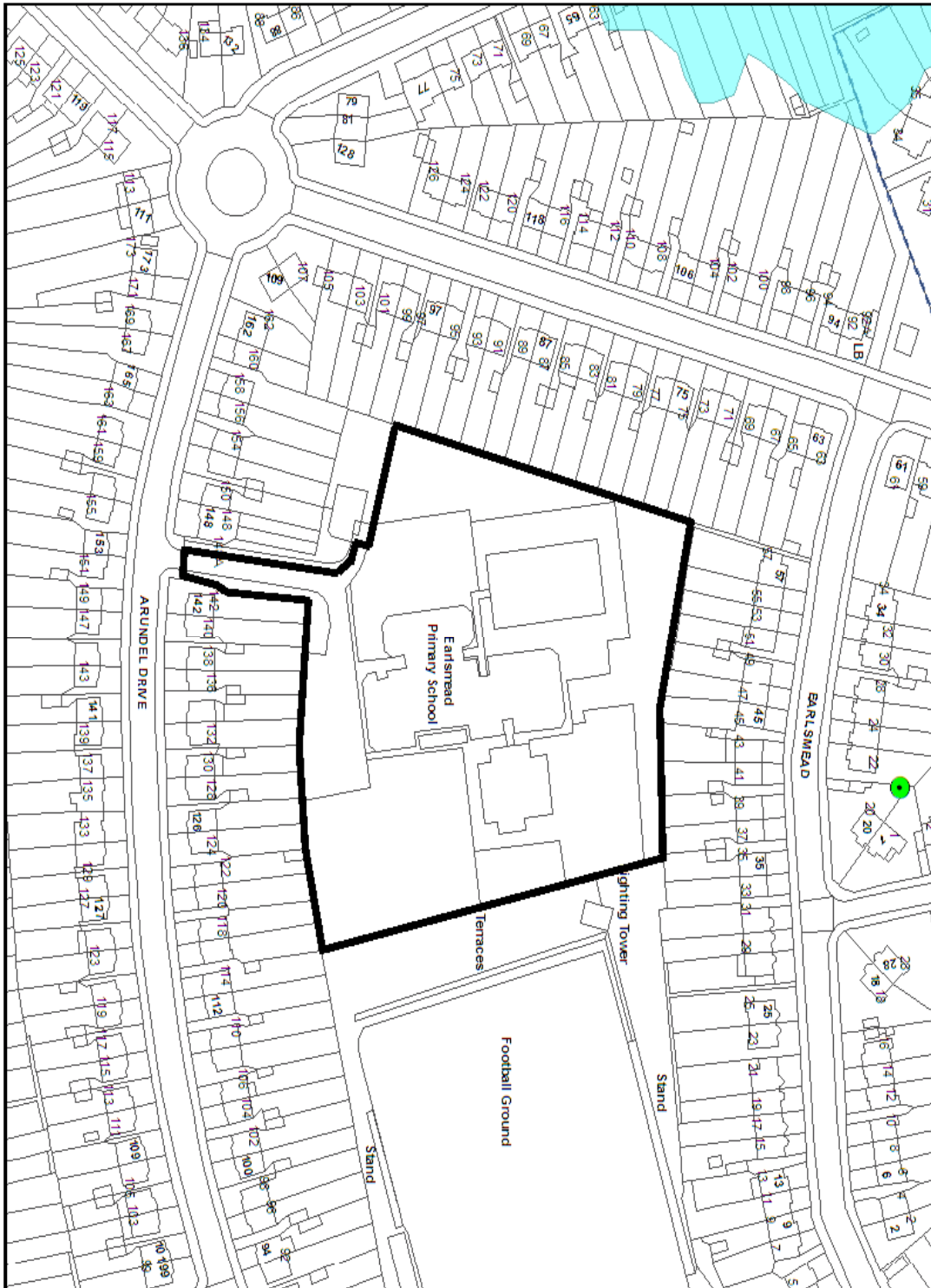
5 DUTY TO BE POSITIVE AND PROACTIVE

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: Mechanical, Electrical and Public Health Scheme Design; Ventilation Statement and Sustainability Strategy Proposal Report No. P3148J; Construction Method, Phasing Plan and Logistics Statement; (0) A02; (0) A03; (0-) A01 Rev A; (0-) A02 Rev A; (0-) A03 Rev A; (0-) A04 Rev A; (0-) A11 Rev A; (0-) A12 Rev A; (9-)A01 Rev A; (9-) A03 Rev A; Document titled: Earlsmead Rev 1 Phase 2; Design and Access Statement; Earlsmead Primary School Travel Plan; Document titled Overview of Harrow Council's Primary School Expansion Programme; Statement of Community Involvement; Transport Assessment by Mott MacDonald; Document titled: Storage Design Tank by Clark Smith Partnership; S-100-10 Rev E2

EARLSMEAD PRIMARY SCHOOL, ARUNDEL DRIVE, HARROW



Item No: 2/02
Address: WEST LODGE PRIMARY SCHOOL, WEST END LANE, PINNER
Reference: P/2393/14
Description: SINGLE STOREY EXTENSION TO THE NORTH OF THE MAIN SCHOOL BUILDING; SINGLE STOREY EXTENSION TO WEST WING OF BUILDING; ASSOCIATED RAMPS AND HARD AND SOFT LANDSCAPING (IN ASSOCIATION WITH THE EXPANSION OF THE EXISTING SCHOOL FROM 630 PUPILS TO 648 PUPILS)
Ward: PINNER SOUTH
Applicant: HARROW COUNCIL
Agent: ELLIS WILLIAMS ARCHITECTS
Case Officer: NICOLA RANKIN
Expiry Date: 15th 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 West Lodge Primary School, West End Lane, Pinner, HA5 1AF.

INFORMATION

The application is reported to the Planning Committee because the Council is the applicant and landowner and the proposal is greater than 100 m² and therefore falls outside of category 1(h) 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 West Lodge Primary School, West End Lane, Pinner, HA5 1AF.

The grant of planning permission for this development falling within Regulation 3 shall

ensure only for the benefit of LB Harrow.

Statutory Return Type: Minor Development

Council Interest: The Council is the landowner.

Gross Floorspace: 288sqm

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 and expanding SEN provision

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

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

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

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

Demographic projections indicate Harrow is poised for a dramatic increase in primary and secondary school age children in the coming years, with a corresponding increase in the number of pupils with special educational needs. Special needs statements increased by 93 places (9%) between 2006 and 2011, and this rate of increase is rising. With special schools in Harrow nearing capacity, placement offers are less able to respond to parental preference and in some cases are having to make placements outside of the borough.

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

The proposed expansion of West Lodge Primary School is one of 17 proposed expansions in the current phase of the Council's borough wide policy to provide a place for every child at a good local school. The programme includes 10 other local primary school expansions, a secondary school expansion, 2 other SEN school expansions and the addition of SEN units to 3 mainstream schools. Currently West Lodge School has 630 pupils with plans to accommodate 648 pupils by 2017.

Site Description

- The application site is occupied by a First and Middle School (since amalgamated to form one West Lodge Primary School) consisting of single and two storey buildings which are typically brick faced.
- The main building consists of East and West wings separated by a corridor link.
- There are several mobile buildings which lie on the northern side of the site.
- The school is bounded on the south, west and north by residential properties on Hillcrest Avenue, Northfield Avenue and Gilbert Road respectively. To the east, across West End Lane, lies Pinner Memorial Park.
- The part of the site to which this application relates is on the northern side of the main building in the middle of the east and west wing and to the west of the buildings west wing.
- The playing field and land to the west of the site is designated open space as identified in the Harrow Core Strategy (2012) and Harrow Local Area Map (2013).
- The school is served by three vehicular access points from West End Lane, all of which are located along the front boundary.
- The topography of the site rises gradually from south to north.
- There is existing metal rail boundary fencing and gates fronting West End Lane.
- The surrounding area is characterised by residential development.

Proposal Details

- The application proposes a single storey extension to the north of the main school building and a single storey extension to west wing of building together with associated hard and soft landscaping
- The proposed extensions are in association with the expansion of the existing school from 630 pupils to 648 pupils.
- The proposed single storey extension to the north of the site would have a maximum depth of 22 metres and a maximum width of 14.4 metres. It would have a flat roof with a maximum height of 5.5 metres.
- The northern extension would provide 3 additional classrooms together with ancillary SEN space, office space and WCs.
- A further small extension is proposed to the western elevation of the existing building. This would have a width of 4.5 metres and a depth of approximately 7.4 metres. The extension would have a flat roof with a maximum height of 4 metres.
- A small hard surfaced area (38sqm) would be provided adjacent to the extension to

provide circulation space around the extension.

- The proposal would result in the removal of a temporary mobile classroom.

Relevant History

P/1766/09 New entrance fronting west end lane; extension and external alterations to elevations of existing school; new front boundary treatment; hardsurfacing and associated improvements to car parks

Granted: 10/11/2009

P/0587/11 New powder coated steel fencing and gates; five new canopies

Granted 04/05/2011

P/1239/11 Extension to existing school carpark by adding 9 additional parking spaces to north of main building (adjacent to jubilee buildings)

Granted 05/09/2011

P/0651/13 Installation of metal entrance gates to the front boundary (southern end of site); new metal gate at the side of existing building (southern corner) and construction of path along the southern side of building and new landscaping works

Granted 25.06.2013

Pre-Application Discussion

- N/A

Applicant Submission Documents

√ Design and Access Statement (summary)

- The architectural language adopted for the new extensions is modern and contemporary, using the latest teaching and learning techniques and state of the art technology, whilst respecting the existing school design.
- The new extensions and refurbishments seek to promote educational excellence and good architecture. The aim of the design is to produce a building that performs well and reflects the vision and aspirations of the school.
- These proposed improvements will better equip West Lodge Primary School to accommodate local demand in the future, and be more able to deliver positive outcomes for local children, families and communities.

√ Travel Plan

√ Transport Assessment

√ Statement of Community Involvement (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 proposals on the 30th April 2014. This was run as a drop in session and the local community were invited to examine plans and discuss proposals with representatives of the school, Council, Framework contractor and Architect. Residents were invited to comment on the scheme and record comments on sheets or by email.

√ Drainage Report

√ Sustainability Statement

Consultations:

Highways Authority: Overall the proposed mitigations for the expansion of West Lodge 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: No Objections, subject to conditions.

Landscape Architect: Hard and Soft landscape proposals are required to replace the loss of landscape on the school site - tree, shrubs and grass and to integrate the proposed new buildings into the existing landscape. Proposed enhancements to the existing landscape would be required

Advertisement

N/A

Notifications

Sent: 80

Replies: 0

Expiry: 01.08.2014

Addresses Consulted

- 10-24 (evens) Northfield Avenue
- 3-11 (odds) Northfield Avenue
- 2/3/4/7/8/9 Crest View
- 1 - 19 Gilbert Road
- 61- 79 (odds) West End Lane
- 20-34 (evens) West End Lane
- 1-11 Hillcrest Avenue
- 1-15 Dickson Fold

Summary of Responses

- None

APPRAISAL

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

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

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

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

MAIN CONSIDERATIONS

Principle of Development
Impact on Character and Appearance of the Area
Residential Amenity
Traffic and Parking
Sustainability
Accessibility
Biodiversity, Trees and Landscaping
Flood Risk and Drainage
S17 Crime & Disorder Act
Consultation Responses
Equalities and Human Rights

Principle of Development

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

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

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

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

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

Core policy CS1 of the Harrow Core Strategy (2012) states that: “The development or expansion of physical or social infrastructure will be permitted where it is needed to serve existing and proposed development, or required to meet projected future requirements.” Policies 3.16 and 3.18 of The London Plan (2011) seek to ensure inter alia that

development proposals which enhance social infrastructure, education and skills provision are supported.

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

The educational use of this site is long established. The proposal would result in the provision of permanent educational facilities with a high standard of design and layout to provide much needed school places within the existing community. Overall, it is considered that the impact on residential amenity would be 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 single storey extension block to the north and west would not be visible from public vantage points and would be screened by the presence of the existing buildings.

Both of the proposed extensions would be reflective of the existing design and appearance of the school and officers consider that views from within the site 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 proposed extension would result in the removal of a temporary mobile classroom building which would make a positive contribution to the appearance of the school. A condition is therefore recommended in respect of materials to ensure the extension would match with the appearance of the existing school buildings

The other proposed external alterations including ramps and alterations in respect of the associated hard and soft landscaping 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 single storey extension to the north would be tucked in-between the east and west wings of the existing building and would not be in close proximity to any residential dwellings. The proposed extension to the west would be modest in scale and would be sited over 37 metres from the nearest residential dwelling to the south along Hillcrest Avenue.

Having regard to the scale and siting of the proposed extensions, officers consider that they 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, particularly as the proposals would accommodate on 18 extra pupils. 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. Or car parking areas. Consequently the application is considered to be acceptable in this regard.

Construction Phasing

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. Although the proposal is not a major development, the application is supported by a Travel Assessment and Travel Plan to address the proposed expansion of pupils and staff over the next 7 years. The Transport Assessment (TA) in support of the application was undertaken by an independent travel consultant. The details and recommendations of the TA, including traffic surveys and assessments have been referred to the Council's Highways Authority to consider the potential impact of the development and this is discussed in detail below.

The site is located in a residential area between West End Lane and Northfield Avenue as indicated in Figure and it is largely bounded by residential housing with the main access from West End Lane and pedestrian only access from Northfield Avenue. There are a number of amenities in close proximity to the school, including a park with sport and recreation grounds.

The streets surrounding the school are relatively quiet residential roads. The area is within the Pinner Controlled Parking Zone A (CPZ) where parking is restricted on weekdays between 11am and 12noon.

There are three pedestrian access points at West Lodge Primary School, with two entrances on West End Lane and another available through the gates at the back of the school on Northfield Avenue. Outside the school start and finish times two of these gates are locked closed and so the only available pedestrian access is via the main gates on West End Lane.

There are three vehicle access points to West Lodge Primary School, all located on West End Lane. Every vehicular entrance provides access to different parking areas. Two parking areas are for school staff only, while the third car park provides spaces for visitors and disabled. In total, there are 50 staff parking spaces, five spaces for visitors and one disabled parking space.

A 20mph zone is in place on West End Lane, supported by traffic calming features.

Transport impact and proposed mitigations

A hands up survey with children in the school indicated that the existing transport modal split shows that the majority of pupils walk to school (54%). Dependency on the car was (24%) which is considered moderate. The Public transport accessibility level was low accounting for the low level of public transport use.

The survey showed that most of pupils access the school by walking. However, car use still remains moderate. As this is a primary school with a relatively small catchment area, parents should be actively encouraged and advised on more sustainable mode of transport. There appears to be a strong desire among pupils to cycle to school, but this requires careful consideration around training, supervision and safety because of the age of the children.

The streets surrounding the school (except Gilbert Road) are covered by the Controlled Parking Zone (CPZ) that restricts parking on single yellow lines (SYLs) and in permit holder only bays on Mondays to Fridays between 11am and 12noon. There are "school keep clear" zig-zag markings in place on West End Lane between Hillcrest Avenue and the entrance to the northern on-site car park, and on Northfield Avenue around the

pedestrian entrance. These zig-zag markings restrict the stopping of vehicles on Mondays to Fridays from 8.30am to 9.30am and from 3.00pm and 4.30pm. The school provides 50 parking spaces of its staff, five spaces for visitors and one disabled parking space.

Observations of traffic conditions indicated that the roads around the school are relatively lightly-used, with only a small degree of local congestion at the school finish time.

West Lodge Primary School parking area currently provides 50 parking spaces for its staff. The school development has not proposed any addition to the number of parking spaces. The analysis suggests that currently the school staff experiences some lack in the parking facilities, with the shortage of about 21 parking spaces.

The school expansion would generate approximately 84 staff car trips in total and result in the further additional demand for 13 parking spaces. The total shortage in the parking spaces would therefore rise to about 34 parking spaces. Within the immediate area only Gilbert Road has uncontrolled parking, though the CPZ does not apply in West End Court and in Cranbourne Drive and beyond to the south of the school. This relatively small increase in parking demand can be accommodated in these roads.

While the current volume of school-run parking causes some nuisance to residents, it can easily be accommodated on the roads surrounding the school. The assumed increase of 18 vehicles will have only a relatively small additional impact.

Given the low existing levels of through traffic on Northfield Avenue, which is the primary pick-up and drop-off destination for parents, it is not envisaged that expanding the school will cause any significant effect on traffic conditions.

The expansion of the existing 20mph zone to cover Northfield Avenue will be considered to reduce the speed of the vehicles traveling on this road.

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.

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 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.

West Lodge School is not currently accredited to 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.

It is therefore recommended that the school, with support from Harrow's School Travel Plan Advisor, should achieve Bronze accreditation prior to implementation of permission, and Silver accreditation in a further two annual accreditation cycles (noting that accreditation takes place once per year and therefore two cycles might take up to three years from the implementation of planning permission).

Further, 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 planning condition is recommended in this regard.

Proposed Construction Activities and mitigation

The proposed works comprise a combination of remodelling of the existing building and a new build extension. The location of the new extension minimises the impact on school site and provides an opportunity for the construction vehicles and materials to access the site relatively easily and safely from West End Lane.

It is expected that construction vehicles will be able to access the site using one of the entrances on West End Lane. It is further expected that, as a worst case scenario, no more than 10 trucks will be accessing 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 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. It is noted that the school TP shows the school has 2 cycle racks. However, no details have been provided with regard to the overall number of spaces available. 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 parking facilities in accordance with London Plan standards and that additional space should be provided should demand dictate.

Overall, the proposed mitigations for the expansion of West Lodge Primary 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 West Lodge 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 layout and proportion of teaching spaces has been driven by natural ventilation and day lighting requirements. All light fittings will be energy efficient. The fabric of the building is intended to achieve low U values and all materials are intended to have an A rating under the BRE Green guide. For these reasons and subject to the above condition, officers therefore consider that the proposal is in accordance with policies 5.2 and 5.3 of The London Plan, core policy CS1 T, policies DM 12 and DM 14 of the Harrow Development Management Policies Local Plan and the 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 soft landscaping in order to accommodate the development. 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 which is also indicated in the accompanying Design and Access Statement. Accordingly, a condition is recommended for further details of hard and soft landscaping to be submitted and approved by the local planning authority. Subject to this condition, it is considered that the proposal will result in enhancement and diversification of the site and will make a positive contribution to the character of the area in accordance with policy 5.11.

Accessibility

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

The proposed extensions will be fully wheelchair accessible. Level access will be provided to the building both internally and externally. The new entrance created to the western reception class will incorporate a small ramp suitable for disabled persons. 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 1 C category which must be removed for development purposes. 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 additional hard and soft landscaping 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”*.

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

Surface water attenuation tanks are proposed adjacent to the extension block and 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).

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"*.

A small area of the western extension of approximately 7.7m² would encroach onto an area of open space. This area does not form part of the playing pitch and is already hard surfaced. In order to mitigate the loss of this minimal area of open space an equivalent area would be provided to the eastern edge of the playing field to be permanently retained as open land. Officers consider this to be acceptable as the small alteration would not be detrimental to the use or function of the open space for educational purposes. A condition is recommended to ensure the existing area of open space on the site will be permanently retained.

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.

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. As such, the application is considered to be acceptable in this regard.

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: Mechanical, Electrical and Public Health Scheme Design and Ventilation Statement & Sustainability Strategy Proposal Report No. P3148F; (0) A03 Rev A; (0) A01 Rev A; (0) A02 Rev A; (0) A05 Rev A; (0) A11 Rev A; (0-) A13 Rev A; (9-) A02; (9-) A03 Rev A; Construction Method, Phasing Plan and Logistics Statement; Document titled: West Lodge Phase 2 Draft Programme for Planning Submission Only; West Lodge Primary School Travel Plan; Design and Access Statement; (0-) A04 Rev A; (0) A02 Rev A; (0) A03 Rev A; (0) A05 Rev A; (0-) A12 Rev A; (9-) A01 Rev A; Arboricultural Impact Assessment at West Lodge Primary School by A.T. Coombes

Associates Ltd (dated 17th June 2014); Transport Statement by Mott MacDonald, dated May 2014; Statement of Community Involvement (June 2014); Flood Risk Assessment & Surface Water Drainage Strategy Ref: SJC/616014 Rev 0 (dated 19th June 2014); APL65-S-100-22 Rev P1; APL65-S-100-10 Rev P2; APL65-S-100-11 Rev P2; APL65-S-100-20 Rev P1; APL65-S-100-21 Rev P1; APL65-S-100-10 Rev E2

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

4 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 West Lodge Primary School (dated 17th June 2014) by A.T Coombes Associates. 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 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 West Lodge School Travel Plan (2014) shall be implemented in accordance with the approved details upon the first occupation of the development hereby permitted. 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 times (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 policy 7.6 of The London Plan 2011 polices DM 1 and DM 42 of the Harrow Development Management Policies Local Plan (2013).

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

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

11 Notwithstanding the provisions of Part 32 of The Town and Country Planning (General permitted Development) Order (2010), the area of proposed 'Designated Open Space re provided' identified on drawing No. (9-) A02 shall be permanently retained as open space, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the quality and function of the open space will be maintained for the occupiers of the school in accordance with policy DM 18 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
- 7.21 – Trees and Woodlands

Harrow Core Strategy (2012)

CS1: Overarching Principles

Harrow Development Management Policies Local Plan (2013):

- Policy DM 1 – Achieving a High Standard of Development
- Policy DM 2 – Achieving Lifetime Neighbourhoods
- Policy DM 9 – Managing Flood Risk
- Policy DM 10 – On Site Water Management and Surface Water Attenuation
- Policy DM 12 – Sustainable Design and Layout
- Policy DM 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:

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: Mechanical, Electrical and Public Health Scheme Design and Ventilation Statement & Sustainability Strategy Proposal Report No. P3148F; (0) A03 Rev A; (0) A01 Rev A; (0) A02 Rev A; (0) A05 Rev A; (0) A11 Rev A; (0-) A13 Rev A; (9-) A02; (9-) A03 Rev A; Construction Method, Phasing Plan and Logistics Statement; Document titled: West Lodge Phase 2 Draft Programme for Planning Submission Only; West Lodge Primary School Travel Plan; Design and Access Statement; (0-) A04 Rev A; (0) A02 Rev A; (0) A03 Rev A; (0) A05 Rev A; (0-) A12 Rev A; (9-) A01 Rev A; Arboricultural Impact Assessment at West Lodge Primary School by A.T. Coombes Associates Ltd (dated 17th June 2014); Transport Statement by Mott MacDonald, dated May 2014; Statement of Community Involvement (June 2014); Flood Risk Assessment & Surface Water Drainage Strategy Ref: SJC/616014 Rev 0 (dated 19th June 2014); APL65-S-100-22 Rev P1; APL65-S-100-10 Rev P2; APL65-S-100-11 Rev P2; APL65-S-100-20 Rev P1; APL65-S-100-21 Rev P1; APL65-S-100-10 Rev E2

WEST LODGE PRIMARY SCHOOL, WEST END LANE, PINNER



Item No. 2/03
Address: 92 CECIL ROAD, HARROW
Reference: P/2435/14
Description: SINGLE STOREY AND FIRST FLOOR REAR EXTENSIONS
Ward: WEALDSTONE
Applicant: MS P LADHU
Agent: MR H PATEL
Case Officer: NABEEL KASMANI
Expiry Date: 12/08/2014

RECOMMENDATION

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

INFORMATION

The application is reported to the Planning Committee because it lies on land owned by an employee of the Council, and is therefore excluded by provisions Part 1 C (ii) from the Scheme of Delegation dated 29 May 2013.

Statutory Return Type: 21 Householder

Council Interest: None

Net additional Floorspace: 12.57sqm

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

Site Description

- The application site comprises of a two-storey, mid-terrace property located on the north-eastern side of Cecil Road. The subject property features an original two storey rear outrigger which extends 6m into the rear garden and is set-away 1.3m from the shared boundary with the attached property no. 90. An additional two-storey projection protrudes a further 1.5m adjacent to no. 94 and features a W.C on both floors. The first floor W.C is not accessible internally and would require the occupant to go outside onto a raised platform which appeared to be in a state of disrepair during the site visit.
- The attached mid-terrace property no. 94 (to the north-west) is of a similar design to the application property with the two-storey outrigger. A two-storey rear extension has been implemented using UPVC Cladding and windows to infill the area adjacent to the additional two-storey rearward projection resulting in a squared rear elevation
- The attached mid-terrace property to the south-west (no. 90) features an original two-storey outrigger which extends 3.5m beyond the main rear elevation of the property and an additional single storey rear projection of 1m. A door and window are located on the exposed flank wall of the rearward projection facing the subject property and serve an enlarged kitchen.

- The property is not a listed building and it is not located in a conservation area or known flood zone. It is however located within a Critical Drainage Area

Proposal Details

- The application proposes a ground floor and first floor rear extension beyond the two-storey outrigger
- The ground floor component would extend 3m from the original rear wall of the outrigger and would protrude 1.42m beyond the rear elevation of the attached property no. 94. The exposed component of the ground floor rear extension would have a flat roof with a maximum height of 2.95m
- The first-floor rear extension would have a depth of 1.58m from the original rear wall to enable internal access and create a shower room. Similar infill extensions of the first floor rearward projections have been implemented at nos. 94 and 96 Cecil Road.

Revisions to Previous Application

N/A

Relevant History

N/A

Pre-Application Discussion

N/A

Applicant Submission Documents

N/A

Consultations

N/A

Advertisement

N/A

Notifications

Sent: 3

Replies: 0

Expiry: 14-08-2014

Addresses Consulted

90 Cecil Road, Harrow, HA3 5RB

94 Cecil Road, Harrow, HA3 5RB

80 Wellington Road, Harrow, HA3 5SE

Summary of Responses

n/a

APPRAISAL

The Government has adopted a National Planning Policy Framework [NPPF] on 27 March 2012 that consolidates national planning policy. This document now carries significant weight and has been considered in relation to this application.

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 under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

In this instance, the Development Plan comprises The London Plan 2011, the Harrow Core strategy 2012 and the policies of the Harrow Development Management Policies Local Plan 2013.

MAIN CONSIDERATIONS

Character and Appearance of the Area

Residential Amenity

Flood Risk

Human Rights and Equalities

S17 Crime & Disorder Act

Consultation Responses

Character and Appearance of the Area

Policy 7.4B of The London Plan (2011) states that 'Buildings, streets and open spaces should provide a high quality design response that (amongst other factors), (a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, (d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area, (e) is informed by the surrounding historic environment'. Policy CS1.B of the adopted Harrow Core Strategy 2012 states that all developments shall respond positively to the local and historic context.

Policy DM1 of the Council's Development Management Policies Local Plan states that 'All development and change of use proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted'

The Council has adopted Supplementary Planning Document – Residential Design Guide 2010 (SPD) to supplement these policies (amongst others), and requires extensions to dwellinghouses to harmonise with the scale and architectural style of the original building. This SPD carries substantial weight as a material planning consideration.

The ground floor rear extension would have a depth of 3m from the rear elevation of the two-storey outrigger and a depth of 1.42m abutting the boundary with the attached mid-terrace property no. 94. The terraced properties along Cecil Road all feature an original two-storey outrigger of varying depths. Whilst the two-storey outrigger at the subject property and the attached mid-terrace property no. 94 is 6m deep, the attached property no. 90 features a 4.5m rearward projection. As a result, the proposed ground floor enlargement may be perceived to be excessively deep addition in relation to the attached property no. 90 but would be seen as a modest addition in relation to no. 94. Given that the depth and style of the two-storey rearward projections vary within the terrace block and as the proposed extension would have a depth consistent with that allowed for under conventional permitted development, it is considered that the proposed extension would not appear to be out of character within the wider context of the neighbouring dwellings and would not have an undue impact on the character of the host dwelling.

The first floor rear extension would have a depth of 1.58m and would be flush with the rear elevation of the additional first floor projection containing the W.C. A flat roof is

proposed over the first-floor rear extension. It is considered that the proposed first-floor addition would not detract from the character of the area given that similar enlargements at first floor level have been implemented at neighbouring properties. Furthermore, the use of a flat roof would not be objectionable on this occasion given the relationship with the pitched roof profile of the two-storey outrigger. For these reasons, it is considered that the first-floor component would also not adversely affect the character of the property or area.

In summary, the proposal would comply with the aims and objectives of policies 7.4B and 7.6B of The London Plan (2011), Core Policy CS1B of the Harrow Core Strategy (2012), policy DM1 of the Harrow DMP and the adopted SPD: Residential Design Guide (2010).

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. Following on from this, Policy DM1 of the Development Management Policies Local Plan states that 'all development and change of use proposals must achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development, will be resisted.

The subject property and attached mid-terraced dwellings are north-easterly facing and as a result, the rear elevation and garden area of these properties would be overshadowed from the mid-morning onwards by the dwellings themselves as the sun moves towards the south and then the west. The flank walls of the proposed extension would be sited to the north-west of the attached mid-terrace property no. 90 and as such would cast a shadow in the direction of that neighbouring property during the mid to late afternoon as the sun sets towards the west. Given the modest depth of the proposed additions, it is considered that the overshadowing impacts of the proposed extension would not be so substantial as to refuse the application for this reason.

The rear elevation of no. 90 in the part adjacent to the host property features windows serving habitable rooms on both the ground floor and first floor. An enlarged kitchen/diner is located on the ground floor of the outrigger of no. 90 and a bathroom is located on the first-floor of that element. The existing outrigger at the subject dwelling would breach the 45 degree code on the horizontal plane when taken from the corner of the attached neighbouring property no. 90 and the corner of the outrigger at that neighbouring dwelling. The proposed rear extension would further infringe upon the 45 degree code on the horizontal plane. However, given the orientation of the dwelling, the relationship with the outriggers at both that neighbouring dwelling and host property and the shallow depth of 1.58m proposed at first-floor level, it is considered that the additional rearward projection would not substantially deteriorate the current levels of natural light to and outlook from those habitable rooms. Furthermore, the bathroom window on the rear elevation is obscure glazed so the outlook from and natural sunlight into that room would already be restricted. Although the proposed extension would be visible from the rear window of the kitchen on the ground-floor, given the relatively modest scale of the proposal in conjunction with the garden space to be retained, it is considered that the proposal would not appear to be bulky or overbearing when viewed from that rear kitchen window.

Turning to the amenity impacts on the attached mid-terrace property no. 94, the proposed

ground floor rear extension would protrude a further 1.42m from the existing rear elevation at that neighbouring dwelling. Although the proposed rear extension would give rise to some overshadowing towards the rear elevation of no. 94 during the morning hours, there are no protected windows on that rear elevation and the proposed depth would have an amenity impact consistent with conventional permitted development and the guidance provided in the Council's SPD. The first floor rear extension would be screened by the existing first floor extension at no. 94. Under these circumstances, it is considered that the proposed rear extensions would not be unduly harmful to the residential amenities of the neighbouring occupiers at no. 94 Cecil Road.

In view of the above, it is considered that the proposal would accord with Policy 7.6B of The London Plan (2011), Policy DM1 of the DMP Local Plan (2013) and the guidance contained in the Council's adopted SPD Residential Design Guide (2010).

Flood Risk

The application site is located in a critical drainage area of Harrow. Policy DM10 was introduced to address surface water run off and flood risk from developments. The application would result in a net increase in development footprint and there is the potential for surface water run off rates to increase. In order to address this issue it is considered necessary to attach a condition to this permission.

Human Rights and Equalities

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.

S17 Crime & Disorder Act

It is considered that the proposed development would not adversely impact upon community safety issues.

Consultation Responses

N/A

CONCLUSION

For the reasons considered above and weighing up the development plan policies and proposals and other material considerations, this application is recommended for grant.

CONDITIONS

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

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

2 The development hereby permitted shall be carried out in accordance with the

following approved plans: PA/92/E.01, PA/92/P.02, PA/92/P.03, PA/92/P.04, PA/92/P.05,
Site Plan

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

3 The materials to be used in the construction of the external surfaces of the extensions hereby permitted shall match those used in the existing adjacent wall(s) of the building.

REASON: To safeguard the appearance of the locality, in accordance with Core Policy CS1 B of the Harrow Core Strategy and Policy DM1 of the Harrow Development Management Policies Local Plan (2013)

4 Notwithstanding the details on the approved plans, the development hereby permitted shall not be commenced until there has been submitted to, and approved in writing by, the local planning authority, details for a scheme for works for the disposal of surface water and surface water attenuation and storage works on site as a result of the approved development shall be submitted to the local planning authority to be approved in writing. The development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with the objectives set out under the National Planning Policy Framework 2012 and policy DM10 of the Harrow Development Management Policies Local Plan 2013.

5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no window(s) / door(s) shall be installed in the flank walls of the development hereby permitted without the prior permission in writing of the local planning authority.

REASON: To safeguard the residential amenities of neighbouring residents, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

6 The roof area of the extension hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the local planning authority.

REASON: To safeguard the residential amenities of neighbouring residents, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (2011)

7.4B Local Character

7.6B Architecture

Harrow Core Strategy (2012)

CS1.B Local Character

CS10 Stanmore and Harrow Weald

Harrow Development Management Policies Local Plan (2013)

DM1 Achieving a High Standard of Development

Supplementary Planning Documents

Supplementary Planning Document Residential Design Guide (2010)

2 INFORMATIVE:

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

3 INFORMATIVE:

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

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

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

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

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

4 INFORMATIVE:

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

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

5 INFORMATIVE:

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

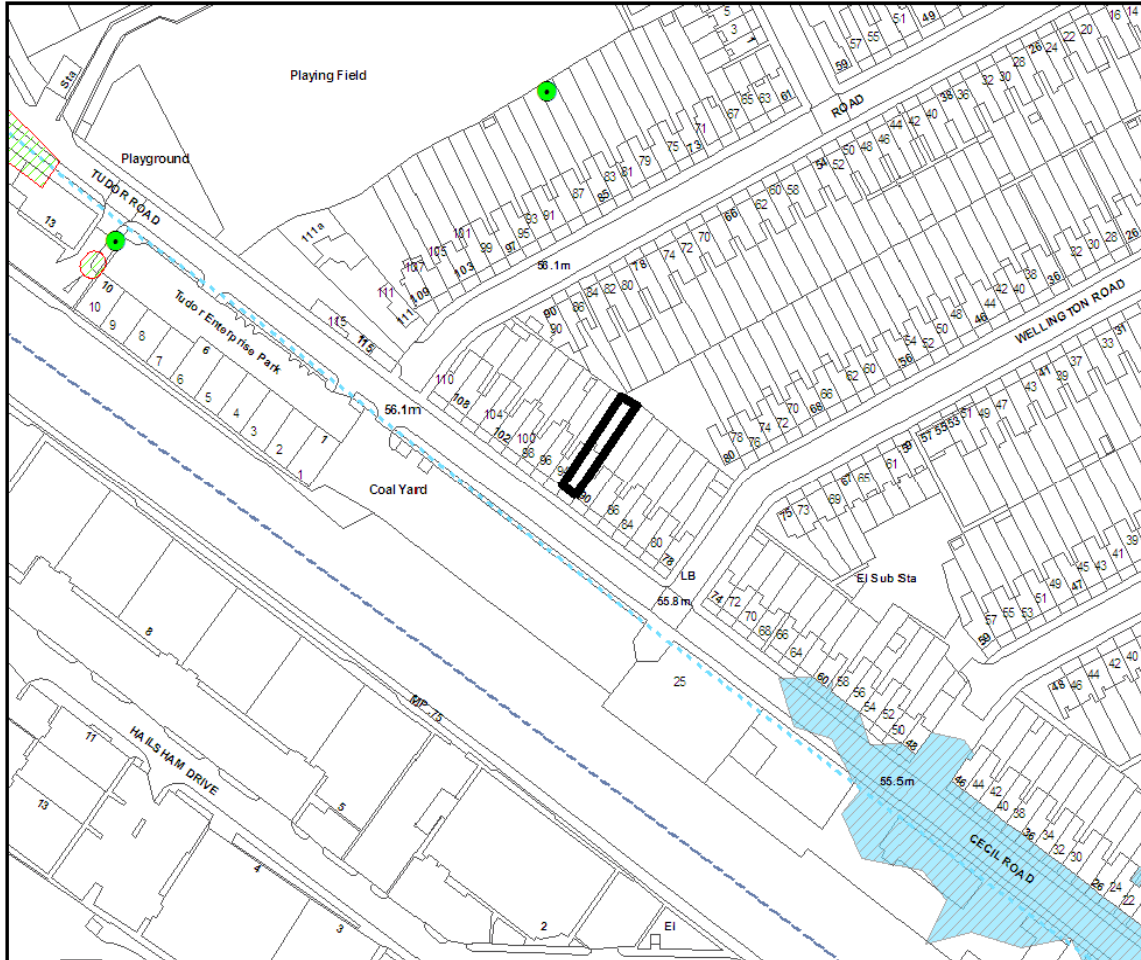
SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles. The applicant can contact Harrow Drainage Section for further information

Plan Nos: PA/92/E.01, PA/92/P.02, PA/92/P.03, PA/92/P.04, PA/92/P.05, Site Plan

92 CECIL ROAD, HARROW



Item No: 2/04
Address: SCHOOL HOUSE, SYLVIA AVENUE, PINNER
Reference: P/2403/14
Description: CHANGE OF USE FROM CARE TAKER RESIDENCE (USE CLASS C3) TO OFFICE/EDUCATIONAL (USE CLASS D1); SINGLE STOREY REAR INFILL EXTENSION
Ward: HATCH END
Applicant: MR IAIN SUTHERLAND
Agent: IDESIGN UK CONSULTANCY
Case Officer: MONGEZI NDLELA
Expiry Date: 14/08/2014

RECOMMENDATION

GRANT planning permission subject to conditions:

REASON

The proposed change of use would allow the school to use the former caretakers house for office use. The caretakers house is located on school property and therefore the loss of the residential use is not considered to have an adverse effect of housing numbers in the borough. The proposal would have no impact upon the adjoining properties and it would have no impact upon the character and appearance of the area.

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

INFORMATION

The application is reported to the Planning Committee because the proposal involves a minor development of over 100m² of floorspace on land/building and where the interest is held by the Council which would not fall within Part 1(h) of the Scheme of Delegation.

Statutory Return Type: 13 Minor dwellings

Council Interest: None

Net additional Floorspace: 9.23m²

GLA Community Infrastructure Levy (CIL) Contribution (provisional): N/A

Harrow CIL: N/A

Site Description

- The application site is School House, which is a former care takers house located adjacent to the main entrance of Grimsdyke First and Middle School.
- The site is occupied by a vacant detached two-storey dwellinghouse.
- Grimsdyke School is located to the west of the site and is occupied by a variety of one and two storey buildings, a car park and playgrounds beyond.
- The site is bound to the east by no.10 Sylvia Avenue, a two storey detached property. Access into the school is gained toward the south of the site beyond which are properties on Sylvia Avenue.

Proposal Details

- The application proposes change of use from residential (Class C3) to an Educational Use (Class D1). It is proposed to locate offices related to the school in the property.
- It is also proposed to infill the current covered outdoor refuse/storage area to create a small kitchen.
- It is proposed to retain the current entrance area toward the front of the property.
- The proposals seek to convert the current reception, dining and kitchen in the ground floor of the unit to staff rooms whilst the upstairs will be converted to three office rooms.

Revisions to Previous Application

N/A

Relevant History

N/A

Pre-Application Discussion (Ref.)

N/A

Applicant Submission Documents

Design and Access Statement

Consultations

Hatch End Association: No response

Advertisement

None

Notifications

Sent: 6

Replies: 0

Expiry: 15.08.2014

Addresses Consulted

Grimsdyke School, 6, 8, 10, 10a and 12 Sylvia Avenue.

Summary of Responses

N/A

APPRAISAL

The Government has adopted a National Planning Policy Framework [NPPF] on 27 March

2012 that consolidates national planning policy. This document now carries significant weight and has been considered in relation to this application.

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 under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

In this instance, the Development Plan comprises The London Plan 2011, the Harrow Core strategy 2012 and Development Management Policies Local Plan 2013 [DMP].

MAIN CONSIDERATIONS

Principle of the Development
Character and Appearance of the Area
Residential Amenity
Traffic, Parking and Accessibility
Equalities Statement
S17 Crime & Disorder Act
Consultation Responses

Principle of the Development

The NPPF (2012) established a presumption in favour of sustainable development where proposals are in accordance with the development plan. Paragraphs 18-22 provide national policy for building a strong, competitive economy. It states among other things that local planning authorities should "identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies.."

The site falls under Use Class C3 however it has continuously been in association with the existing school providing housing to the caretaker. Furthermore, the site is within school grounds and therefore its use being associated with the school is defined by its location. It is under this context that the property would be suitable for a use relating to the school itself unless that use has a detrimental impact on neighbouring amenity. The change of use of the property from residential to a non-residential use is not viewed as a loss in residential use, which the Council would normally resist. As such, it is considered that the site would be suitable for the proposed use, so long as it remains as a use incidental to the main school.

It is under the specific site circumstances that the principle of the change of use from care taker residential (Use Class C3) to office/educational use (use class D1) is considered acceptable and is consistent with Policy DM1 and DM47 of the Development Management Policies DPD.

Character and Appearance of the Area

The London Plan policy 7.4B states that buildings should provide a high quality design response that has regard to existing spaces and streets in orientation, scale, proportion and mass. The London Plan Policy 7.6B states that architecture should make a positive contribution to the streetscape. Core policy CS1 states that all development shall respond positively to the local context.

Policy DM1 of the Harrow Development Management Policies Local Plan (2013) states "All development and change of use proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which

are detrimental to local character and appearance, will be resisted.”

The external changes associated with the proposal are minimal and simply consolidate the existing outdoor refuse/storage area into the main property and therefore do not have an impact on the character and appearance of the area.

Residential Amenity

The London Plan policy 7.6B states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing. Saved policy D5 of the Harrow UDP states that new residential development should safeguard the amenity and privacy of occupiers of existing and proposed dwellings.

Policy DM1 of the Harrow Development Management Policies Local Plan (2013) states “All development and change of use proposals must achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development, will be resisted.”

The proposed use of the property as a staff room and office is considered an acceptable use that will not cause any additional noise and/or disturbance already brought about by the use of a school itself. As such, it is considered that the proposal would not have a significant detrimental impact upon the residential amenities of the neighbouring occupiers and would be in accordance with the objectives set out under policy 7.6 of the London Plan and Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

Traffic, Parking and Accessibility

The Design and Access Statement states that the use of the property for offices will not result in additional members of staff being employed at the school. Given the above, the development would accord with policies 6.13 and 7.2C of The London Plan 2011, Policies DM4 and DM42 of the Harrow Development Management Policies Local Plan (2013) and the Council’s adopted SPD: Access for All 2006.

Equalities Implications

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

Section 149 states:-

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

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. The proposed change of use would have no impact with regard to section 149 of the Equalities Act 2010.

S17 Crime & Disorder Act

It is considered that the proposed development would not adversely impact upon community safety issues and so it would comply with policy 7.3 of The London Plan

(2011).

Consultation Response

N/A

CONCLUSION

The proposed office use would not cause the loss of a necessary residential unit, or have any undue adverse impact the existing amenity of occupiers of any neighbouring uses. The proposal, subject to conditions, is therefore considered to satisfy the objective of policies contained in the Harrow Core Strategy (2012), The London Plan (2011) and the National Planning Policy Framework (2012) and Harrow Development Management Policies Local Plan (2013).

CONDITIONS

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

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

2 The premises shall only be used for the purpose specified in the application [D1(a) office/educational] use that is incidental to the use of the school and for no other purpose, including any other purpose in Class D of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification).

REASON: To ensure that the use remains as an appropriate use and to safeguard the amenities of neighbouring residential properties and highway safety, thereby according with policy DM1 of the Harrow Development Management Policies Local Plan (2013).

3 The development hereby permitted shall be carried out in accordance with the following approved plans: Site Plan, Design and Access Statement, GS/2014/01, GS/2014/02, GS/2014/03, GS/2014/04 and GS/2014/05.

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

INFORMATIVES

1 The following policies are relevant to this decision:-

National Planning Policy Framework (2012)

The London Plan (2011) policies 6.3, 6.13, 7.2, 7.3, 7.4, 7.6 and 7.15

Harrow Core Strategy (2012) Core Policy CS1.

Harrow Development Management Policies Local Plan (2013): DM1 and DM47

2 INFORM23_M - Considerate Contractor Code of Practice

INFORMATIVE:

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

(Include on all permissions involving building works where they could affect a public highway)

3 INFORM32_M - The Party Wall etc Act 1996

INFORMATIVE:

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal

agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

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

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

“The Party Wall etc. Act 1996: Explanatory booklet” is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB Please quote **Product code: 02**

BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

(updated 28.3.07)

4 INFORMPF_2

Grant without pre-application advice

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

This decision has been taken in accordance with paragraphs 187-189 of the National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this is for future reference prior to submitting any future planning applications.

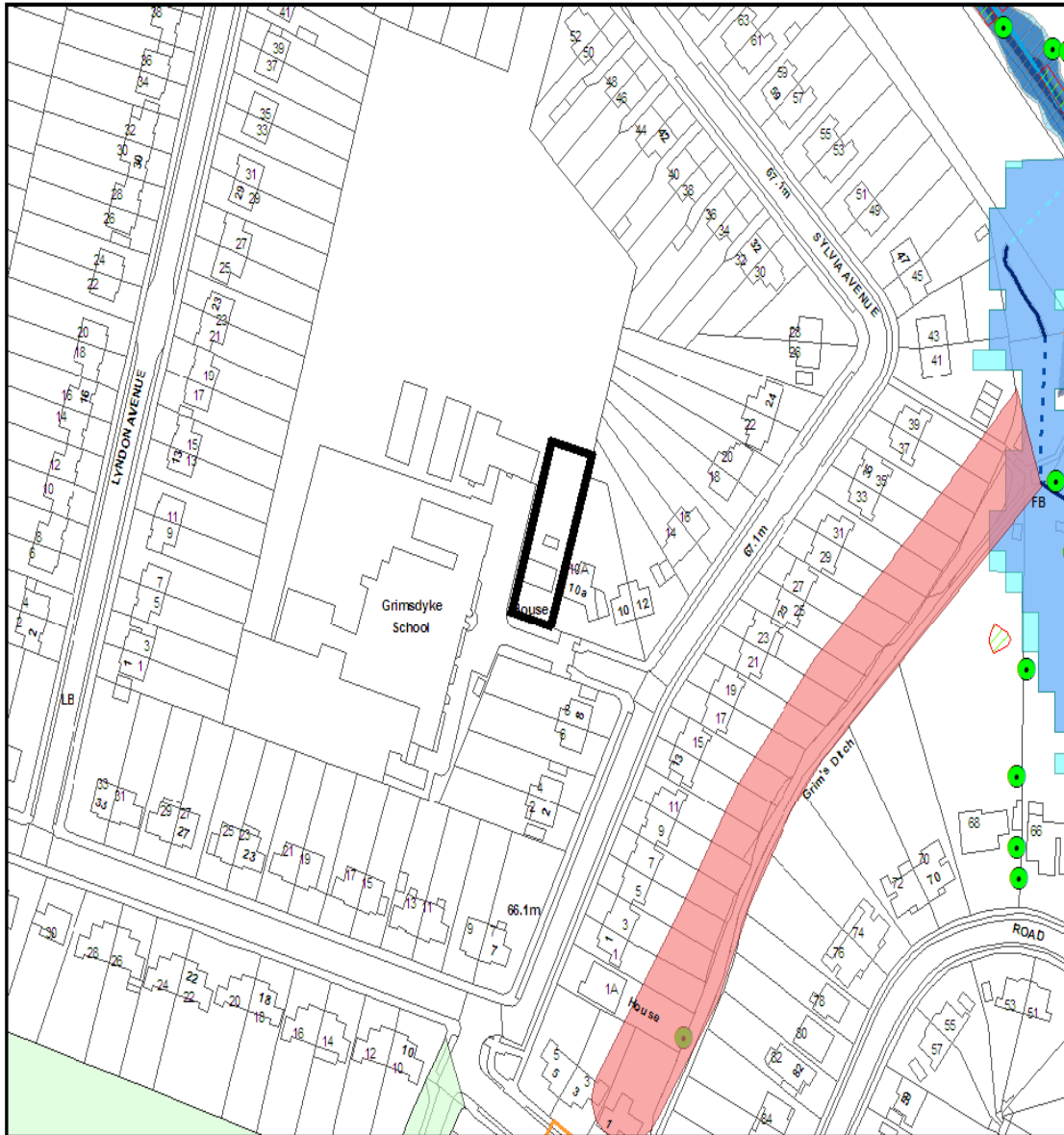
5 INFORM36_M – Measurements from Submitted Plans

INFORMATIVE:

Notwithstanding the note on your submitted plan(s), this decision has been made on the basis of measurements scaled from the plan(s), unless a dimensioned measurement overrides it.

Plan Nos: Site Plan, Design and Access Statement, GS/2014/01, GS/2014/02, GS/2014/03, GS/2014/04, GS/2014/05.

SCHOOL HOUSE, SYLVIA AVENUE, PINNER



Item No. 2/05
Address: 7 STROUD GATE, HARROW
Reference: P/1204/14
Description: CONVERSION OF DWELLINGHOUSE INTO TWO FLATS; EXTERNAL ALTERATIONS; LANDSCAPING; BIN AND CYCLE STORAGE; CONVERSION OF DETACHED OUTBUILDING IN REAR GARDEN TO DOUBLE GARAGE
Ward: ROXETH
Applicant: MRS BERTA LILLY
Agent: K SISODIA
Case Officer: SARAH MACAVOY
Expiry Date: 22/07/2014

RECOMMENDATION

The decision to **GRANT** permission for the conversion of the dwellinghouse into two flats and conversion of the detached outbuilding in the rear garden into a double garage would have been taken having regard to all relevant material considerations including the impact on residential amenity and character of the area and for other matters including any comments received in response to publicity and consultation. All matters have been considered with regard to the policies and proposals in the London Plan, the Harrow Core Strategy (2012) and the Harrow Development Management Policies Local Plan (2013) Plan.

INFORMATION

The application is reported to the Planning Committee due to the significant level of public interest in the application. The application therefore falls outside of category E of the Scheme of Delegation dated 29th May 2013.

Statutory Return Type: Minor Dwellings

Council Interest: None

Net additional Floorspace: N/A

GLA Community Infrastructure Levy (CIL) Contribution (provisional): N/A

Harrow CIL: N/A

Site Description

- Two storey end of terrace dwellinghouse located on the north curvature of the cul-de-sac.
- Dwelling has an existing two-storey side extension and a single storey rear extension.
- Existing irregular shaped outbuilding is located at the rear of the garden, which is accessible from the rear service road, no access provision directly available from the front of the dwellinghouse.

- Two other storage sheds located at the rear.
- Wedge shaped garden which slopes away from the main dwellinghouse.
- Both neighbouring dwellinghouses have outbuildings.
- Stroud Gate is characterised by grouped terraced dwellinghouses set back from the main highway. The front building lines are staggered and follow the form of the cul-de-sac. A service road runs behind the rear boundaries of the dwellinghouses located along the north and north-western side of Stroud Gate.

Proposal Details

- Conversion of dwellinghouse into two 2 bedroom flats.
- Conversion of detached outbuilding in rear garden to double garage.

Revisions to Previous Application

- The number of bedrooms in the first floor flat has been reduced from 3 to 2 in this current application and the rear staircase has been removed at the rear.

Relevant History

ENF/0012/10/P – Without Planning Permission The Material Change Of Use Of: (A) The Single Family Dwellinghouse On The Land To Use As Seven Self-Contained Flats; And (B) The Outbuilding In The Rear Garden On The Land To Use As A Self-Contained Flat. - Appeal dismissed and the enforcement notice is upheld.

A site visit on 21 May 2014 has confirmed that the unauthorised use has now ceased and that the property has been reverted back to a single family dwelling. The kitchen and bathroom have both been removed from the outbuilding. Therefore the owner has fully complied with the requirements of the Notice and the breach of planning has been remedied. Case has been recommended for closure.

P/3241/13 – Conversion of the dwellinghouse into two flats; external alterations; landscaping; bin and cycle storage; conversion of detached outbuilding in rear garden to double garage.

Withdrawn

ENF/0516/08/P – Outbuilding is being used as a self contained flat. Kitchen in outbuilding removed and HMO reduced to 6 rooms (15/6/2009).

P/1442/06 – Conversion of detached outbuilding at rear to self contained annexe flat

Refused – 30/8/2006

Appeal Dismissed

Reasons for Refusal:

1. The separate residential use of this incidental building would be an over-intensive form of occupation and an inappropriate form of development, out of character in this area which comprises of terraced dwellinghouses, would give rise to inadequate levels of amenity space for the residents of the site and result in increased disturbance and general activity to the detriment of the amenities of neighbouring occupiers, contrary to Policies SH1, SD1, EP25, H9, D4 and D5 of the Harrow Unitary Development Plan (2004).
2. The proposed residential annexe by reason of its siting in relation to the adjacent residential properties would give rise to mutual overlooking to the detriment of residential amenities of neighbouring residents and future occupiers of the site

contrary to policies SH1, SD1, D4, D5 and H9 of the Harrow Unitary Development Plan (2004).

3. The proposed development would not be fully accessible and would fail to make adequate provision for people with disabilities and therefore would not provide normal standards of amenities to future occupiers of the site, thereby conflicting with Policy H18 of the Harrow Unitary Development Plan (2004) and SPD "Accessible Homes".
4. The proposed granny flat due to lack of integration with the dwellinghouse represents an inappropriate form of development, therefore the proposal would be harmful to the amenities of future occupiers of the site, contrary to policies SD1, D4, D5, H9 and H18 of the Harrow UDP (2004).

P/2090/05/DCO – Retention of decking area and railings at rear
Refused – 15/12/2005

P/998/05/DFU – Retention of window at ground floor side
Refused – 22/6/2005

P/692/04/DFU – Two storey side and single storey rear extension
Granted – 10/5/2004

HAR/2048 – Erection of garage
Granted – 9/9/49

Pre-Application Discussion

N/A

Applicant Submission Documents

- Design and Access Statement

Consultations

Highways Engineer: The proposal to convert the existing four bedroom house to two 2 bedroom flats would intensify potential occupancy and require a maximum parking provision of up to 2 on-site parking spaces in line with LP 2011 maximum standards. The scenario provides for two on-site parking accessed from the rear service road which is considered acceptable within the context of minimising parking displacement onto the highway (Stroud Gate).

When considering the difference between the baseline parking demand for the existing dwelling and proposed use, there is potential additional burden that may be imposed on the existing on-street parking demand. However any potential on-street parking is not envisaged to be significant enough to bring forward a sustainable and defensible refusal reason on this basis.

Overall traffic generation to and from the site is not expected to be substantive given the aforementioned limited on-street parking availability which inherently acts as a restraint measure and deterrent to personal car ownership for the new occupier thereby promoting alternative sustainable travel modes.

Secure and readily accessible cycle parking is to be provided (at least 1 space per unit) in line with London Plan 2011 requirements.

In summary there is no objection.

Advertisement

N/A

Neighbour Notification

Sent: 17

Replies: 37

Expiry: 3/7/14

Two petitions in objection to the application - One containing 28 Signatures, one containing 10 signatures

Summary of Responses

- This is a joke and nuisance to the residents of Stroud Gate, Raglan Terrace and some of the residents of Northolt Road.
- The neighbours have to deal with the landlord and melee with the council for their rights to be understood. The Council has not taken their concerns seriously. It has let issues drag on and has failed residents. This has caused trauma and lost energy since 2004.
- The owner has broken every possible planning rule.
- The owner carried out conversions to the property 10 years ago.
- The council is continuing to waste time and the taxpayers money by considering the same planning permission which is strongly opposed from residents.
- There are already too many flats on this cul de sac.
- Parking concerns
- Noise and disturbance
- Smell due to open and broken bins
- Overflowing bins attracting foxes.
- Antisocial behaviour
- Overcrowding
- Traffic generation and highway safety
- Rodent infestation.
- Fly tipping
- Rat and mice infestation
- The Planning Inspectorate has allowed the guttering over number 6 Stroud gate. The site has a high electric gate. Surely the applicant should be prosecuted and the occupants of 6 Stroud Gate should be compensated.
- Impact on character of the area

APPRAISAL

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

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

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

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

Revised Early Minor Alterations [REMA] to The London Plan 2011

On 11 October 2011, 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.

In relation to the policies of the LP which are relevant to this application, only policy 3.8 Housing Choice has been altered since the application was reported to the Planning Committee agenda on 16 October 2013. Officers consider that the content of the alterations to this policies do not materially alter the conclusions of the report on the agenda. No alterations to the conclusions in the report on the agenda in relation to sports facilities or biodiversity, the overall conclusions or the reported conditions are therefore suggested.

MAIN CONSIDERATIONS

Principle of Development
Design, Layout, Character of the Area and Amenity
Accessible Homes
Parking Standards and Highway Safety
S17 Crime & Disorder Act
Consultation Responses

Principle of Development

There is enforcement history on the site relating to the fact that the site had previously been unlawfully converted into flats and it went to appeal where the Inspector dismissed the appeal and upheld the enforcement notice. However, the site has now reverted back to its lawful use as a site visit on the 21 May 2014 confirmed that the unauthorised use has now ceased and that the property has been reverted back to a single family dwelling. The Enforcement Team have confirmed that the kitchen and bathroom have both been removed from the outbuilding. Therefore the owner has now fully complied with the requirements of the Notice and the breach of planning has been remedied. The enforcement case was recommended for closure.

Whilst the principle of the conversion into flats would not conflict with policy, consideration must be given to the standard of accommodation to be provided.

Policy 3.3 of the London Plan (2011) supports the re-use of existing housing while improving the accessibility of housing stock. Policy 3.5 of the London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing.

Policy DM26 of the DMP states that proposals for the conversion of residential premises to multiple homes will be supported where they provide satisfactory standard of accommodation and contribute positively to their surroundings. The principle of development in this instance is therefore acceptable, subject to a detailed consideration of

impacts on the character of the area and amenity impacts.

Design, Layout, Character of the Area and Amenity

Design

There are no external alterations proposed to the main building in this application, therefore the external appearance of the building will not change. However, double garage doors are proposed in the outbuilding at the rear in order to provide parking spaces for the proposed flats. This is considered to be acceptable as these doors would be in the rear garden adjacent to the service road.

Amenity of Neighbouring Occupiers and that of the Future Occupiers of the Flats

It is noted that the petition provided by neighbouring sites objecting to the proposal has pointed to overcrowding as a concern of the application. However, the proposed conversion of the dwellinghouse into two flats would not result in a significantly more intensive use as up to 6 people would occupy the two flats, which, is approximately how many people who can occupy a single family dwellinghouse, a maximum of 6 people is not considered to have any undue impact on neighbouring amenity and the application could not be reasonably refused for this reason.

Bedrooms of the proposed first floor flat would be located above bedrooms of the ground floor flat. As such, the stacking of the scheme is considered to be acceptable.

The proposal would be in accordance with London Plan policy 7.6B and Development Management Policies Local Plan policy DM1.

Room Size and Layout

Table 3.3 of The London Plan (2011) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan (2011) specifies that these are minimum sizes and should be exceeded where possible. The use of these residential unit GIA's as minima is also reiterated in Appendix 1 of the SPD. As The London Plan (2011) has been adopted, the flat size GIA's have considerable weight.

In addition, paragraph 59 of the National Planning Policy Framework (2012) (NPPF) states that local planning authorities should consider using design codes where they could help deliver high quality outcomes. Policy 3.5C of The London Plan (2011) also specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts. In view of paragraph 59 of the NPPF and Policy 3.5C of The London Plan (2011), and when considering what is an appropriate standard of accommodation and quality of design, the Council has due regard to the Mayor of London's Housing Supplementary Planning Guidance (SPG) (November 2012). As an SPG, this document does not set new policy. It contains guidance supplementary to The London Plan (2011) policies. While it does not have the same formal Development Plan status as these policies, it has been formally adopted by the Mayor as supplementary guidance under his powers under the Greater London Authority Act 1999 (as amended). Adoption followed a period of public consultation, and it is therefore a material consideration in drawing up Development Plan documents and in taking planning decisions.

The Housing SPG reiterates the residential unit GIA's in The London Plan (2011) and provides additional GIA's and minimum dimensions for rooms within the residential unit; annex 1 of the SPG sets out a summary of the quality and design standards that new developments should seek to achieve.

Policy DM1 of the Development Management Policies Local Plan seeks to ensure a high standard of development and states that these conversions will be supported where, amongst other things, the proposal would accord with the London Plan's minimum space standards.

In assessing the GIA and room sizes of the flats, the ground floor flat as shown on the plans would sufficiently comply with the Housing SPG and the SPD: Residential Design Guide in terms of its GIA and individual room sizes. In assessing the GIA of the first floor flat, it would be 6 sqm shorter than the GIA recommended by the Housing SPG. The GIA of the kitchen, living, dining room would be 22 square metres, whereas 25sqm is recommended for a 3 person flat. However, it is considered that these minor shortfalls would be acceptable as the overall layout of the first floor flat would be acceptable. Whilst the individual room sizes generally meet the guidance, the minor shortfall lies in the circulation space as it is not considered to be as generous as recommended by the Housing Design guide, however this on balance is considered to be acceptable as the rooms themselves are reasonably sized. Therefore, on balance the proposal is considered to be acceptable and in accordance with London Plan Policies 7.4B and 7.4B and policy DM1 of the Development Management Policies Local Plan (2013).

	Double Bedroom Area (m ²)	Single Bedroom Area (m ²)	Kitchen, Living and Dining Area (m ²)	GIA (m ²)
London Plan (2011) and SPD	12	8	25- 3p	61 – 3p
Housing SPG	12	8	25	61
Ground floor flat (2b, 2p)	14	9.7	33	70
First Floor Flat (2 bed, 3p)	12.9	9.2	22	56

It is considered that the proposal would have an acceptable impact on residential amenity in accordance with London Plan policy 7.6B and policy DM1 of the Development Management Policies Local Plan (2013).

Access to Amenity Space

Policy DM1 of the Development Management Policies Local Plan states that new residential development should provide sufficient useable amenity space for residents. Criterion B of policy DM26 of the Development Management Policies Local Plan states that where an existing garden is available, proposals must make this available for all future occupiers of the development preferably through subdivision to form private amenity spaces for each home and accessible within the site plan. The rear garden would be for the sole use of the ground floor flat. Due to the existing two storey side extension it is not possible to provide access to the rear garden for the first floor flat. This is considered to be acceptable in accordance with Policies DM1 and DM26 of the Development Management Policies Local Plan.

Landscape Treatment

Approximately a third of the front garden would be soft landscaped which would preserve the character of the area. A condition has been recommended on this application which requests details of the proposed landscaping including plant sizes and numbers.

Bin storage is shown on the plans to be located in the front garden. This location is considered to be acceptable as the bins could not be stored in the side or rear garden. A condition has been recommended on this application required details of the front bin enclosure to ensure that the bin store would be in keeping with the character of the area.

As such, subject to the recommended conditions, the proposal would be in accordance with London Plan policy 7.6B, Core Policies CS1.B and CS1.K of the adopted Harrow Core Strategy (2012) and policy DM1 of the Development Management Policies Local Plan 2013.

Accessible Homes

Policies 3.5, 3.8, and 7.2 of The London Plan (2011), policy CS1.K of the Harrow Core Strategy and policies DM1 and DM2 of the Development Management Policies DPD require all future development to meet the highest standards of accessibility and inclusion. To amplify these policies, the Council has adopted Supplementary Planning Document: Accessible Homes SPD (2010) which requires all new development to comply with Lifetime Homes, where feasible.

It is acknowledged that this is an existing building and not all points of lifetime homes may be possible to meet. The plans do not show to what extent the flats would meet the 16 points of lifetime homes. Revised plans or a statement to show full compliance or justification as to why full compliance cannot be achieved has been recommended on this application.

Parking Standards and Highway Safety

It is noted that neighbouring sites have objected to the application in terms of parking and highway safety. However, the proposed flat conversion would not result in a significantly more intensive use of the site in traffic and parking terms. Policy 6.9 of The London Plan (2011) set out a maximum requirement of 1 space per 1-2 bedroom unit. Four carparking spaces are proposed as part of this application (two in the converted garages in the rear garden and two on the front forecourt). A bicycle store would be provided for the occupants of the flats. No objections have been raised from the Highways Authority. As such the proposal, would have no undue impact on parking or highway safety in accordance with policy 6.9 of the London Plan (2011) and policy DM42 of the Harrow Development Management Policies Local Plan (2013).

Equalities Implications

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 the proposal would have no impact with regard to section 149 of the Equalities Act 2010.

S17 Crime & Disorder Act

It is considered that the proposed development, would have no undue impact on crime or disorder and is as such considered to be in accordance with Development Management Policies Local Plan policy DM1.

Consultation Responses

- This is a joke and nuisance to the residents of Stroud Gate, Raglan Terrace and some of the residents of Northolt Road – *This planning application has been assessed on its merits in this planning application. All relevant planning considerations have been taken into consideration including planning policy and site circumstances.*
- The neighbours have to deal with the landlord and melee with the council for their rights to be understood. The Council has not taken their concerns seriously. It has let issues drag on and has failed residents. This has caused trauma and lost energy since 2004 – *There is enforcement history on the site relating to the fact that the site had previously been unlawfully converted into flats and it went to appeal where the Inspector dismissed the appeal and upheld the enforcement notice. However, the site has now reverted back to its lawful use as a site visit on the 21 May 2014 confirmed that the unauthorised use has now ceased and that the property has been reverted back to a single family dwelling. The Enforcement Team have confirmed that the kitchen and bathroom have both been removed from the outbuilding. Therefore the owner has now fully complied with the requirements of the Notice and the breach of planning has been remedied. The enforcement case has been recommended for closure.*
- The owner has broken every possible planning rule – *This planning application has been assessed on its merits in this planning application. All relevant planning considerations have been taken into consideration including planning policy and site circumstances.*
- The owner carried out conversions to the property 10 years ago - *There is enforcement history on the site relating to the fact that the site had previously been unlawfully converted into flats and it went to appeal where the Inspector dismissed the appeal and upheld the enforcement notice. However, the site has now reverted back to its lawful use as a site visit on the 21 May 2014 confirmed that the unauthorised use has now ceased and that the property has been reverted back to a single family dwelling. The Enforcement Team have confirmed that the kitchen and bathroom have both been removed from the outbuilding. Therefore the owner has now fully complied with the requirements of the Notice and the breach of planning has been remedied. The enforcement case was recommended for closure.*
- The council is continuing to waste time and the taxpayers money by considering the same planning permission which is strongly opposed from residents - *This is not the same planning application. The number of bedrooms in the first floor flat has been reduced from 3 to 2 in this current application and the rear staircase has been removed at the rear.*
- Noise and disturbance – *This has been assessed in the report above*
- Smell due to open and broken bins – *This is a matter for the Council's Environmental Health Team and is not a material planning consideration.*

- Overflowing bins attracting foxes – *This is a matter for the Council’s Environmental Health Team and is not a material planning consideration.*
- Antisocial behaviour - *This is a matter for the police and is not a material planning concern*
- Overcrowding and there are already too many flats on this cul de sac – *Every planning application is assessed on its merits. It is considered as relayed above, that the proposal would not significantly increase occupancy of the site.*
- Parking concerns, traffic generation and highway safety – *This has been assessed in the report above. The Council’s Highways Engineer has not objected to the application.*
- Rodent infestation – *This is a matter for the Council’s Environmental Health Team and is not a material planning consideration.*
- Fly tipping – *This is a matter for the Council’s Environmental Health Team and is not a material planning consideration.*
- The Planning Inspectorate has allowed the guttering over number 6 Stroud gate. The site has a high electric gate. Surely the applicant should be prosecuted and the occupants of 6 Stroud Gate should be compensated – *This is a private property matter (boundary dispute) and is not a material planning concern.*
- Impact on character of the area – *This has been assessed in the report above*

CONCLUSION

Having assessed the proposed development against the policies and proposals in the Development Plan and other material considerations including comments received in response to notification and consultation it has been determined that the proposed development would not unduly impact on the character of the area, or the amenity of occupiers of any neighbouring land in the vicinity. The application is therefore recommended for approval.

CONDITIONS

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

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

2 The development hereby permitted shall be carried out in accordance with the following approved plans; Design and Access Statement; Block Plan; Site Location Plan; KS/2013/03 Rev A; KS/2013/04; KS/2013/05; KS/2013/02 Rev A; KS/2013/01 Rev A

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

3 Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not be occupied until there has been submitted to, and approved in writing by, the local planning authority, details of the binstore including elevations and proposed external materials. The works shall be completed in accordance with the approved details and shall thereafter be retained before the first occupation of the development.

REASON: To safeguard the character and appearance of the area, in accordance with policies DM1 of the Harrow Development Management Policies Local Plan (2013).

4 The refuse and waste bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing.

To safeguard the character and appearance of the area, in accordance with policies DM1 of the Harrow Development Management Policies Local Plan (2013).

5 Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not be occupied until there has been submitted to, and approved in writing by, the local planning authority, a scheme of hard and soft landscape works for the forecourt of the site. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities.

REASON: To safeguard the character and appearance of the area, in accordance with policies DM1 and DM22 of the Harrow Development Management Policies Local Plan (2013).

6 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), 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 character and appearance of the area, in accordance with policies DM1 and DM22 of the Harrow Development Management Policies Local Plan (2013).

7 Notwithstanding the details shown on the approved plans, the development hereby approved shall not commence until annotated plans and/or an accompanying Lifetime Homes compliance statement demonstrating how (and to what extent) the development would comply with the Lifetime Homes Standards, has been submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved details which shall be fully implemented before the first occupation of the development and shall be retained as such thereafter.

REASON: To ensure provision of Lifetime Home standard housing in accordance with policies 3.1, 3.5, 3.8 and 7.2 of The London Plan (2011), and policy CS1.K of the Harrow Core Strategy 2012.

INFORMATIVES

1 The following national, regional and local planning policies and guidance are relevant to this decision:

National Planning Policy and Guidance

National Planning Policy Framework (2012)

The London Plan (2011)

Policies 3.3, 3.5, 3.8, 6.9, 7.2, 7.4 and 7.6

Supplementary Planning Guidance: Accessible London – Achieving an Inclusive Environment (2004)

Housing Supplementary Planning Guidance (November 2012)

Supplementary Planning Document: Accessible Homes (2010)

Harrow Council: Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008)

Harrow Core Strategy (adopted 16 February 2012)

Core Policies CS1.B and CS1.K

Harrow Development Management Policies Local Plan (2013)

Policies DM1, DM2, DM26 and DM42

2 INFORMATIVE:

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows:

0800-1800 hours Monday - Friday (not including Bank Holidays)

0800-1300 hours Saturday

3 INFORMATIVE:

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

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

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

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

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

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

5 INFORMATIVE:

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

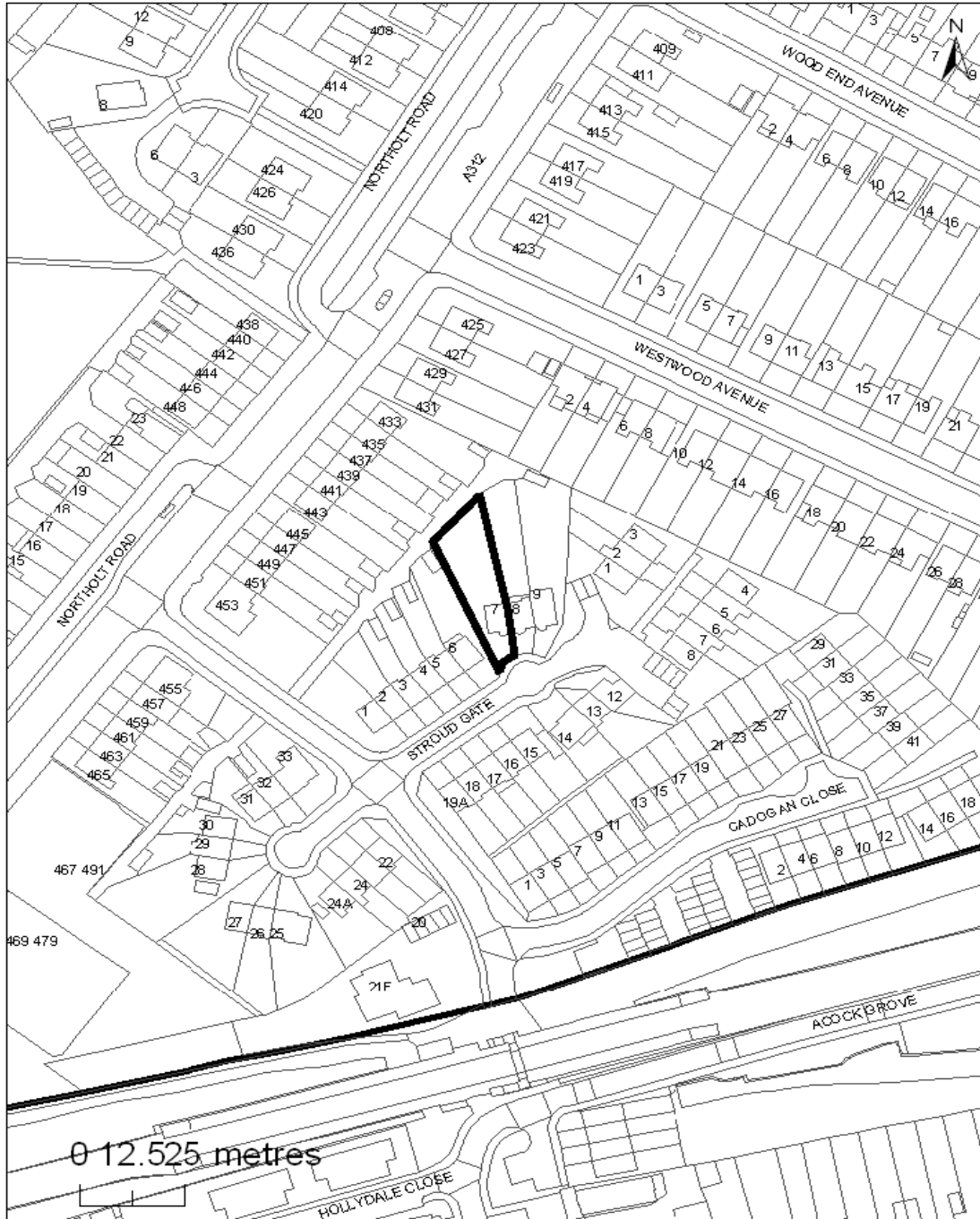
- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.

- Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

7 STROUD GATE, HARROW



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Item No: 2/06
Address: 8 TALBOT ROAD, HARROW
Reference: P/2265/14
Description: CERTIFICATE OF LAWFUL DEVELOPMENT (EXISTING): SINGLE STOREY REAR EXTENSION
Ward: MARLBOROUGH
Applicant: MR KAPIL KARA
Case Officer: LIAM MCFADDEN
Expiry Date: 11/09/2014

GRANT a Certificate of Lawful Existing Development:

INFORMATION:

This application is reported to the Planning Committee because the applicant is related to an elected Member of Harrow Council.

Statutory Return Type: 26: Other
Council Interest : None

Site Description

- The subject property is a two storey end-of-terrace dwelling on south side of Talbot Road, Wealdstone; with detached garage to rear (accessed via shared driveway/access path to side of no. 10)
- The property is not a listed building and not in a conservation area or within any other land designated under Article 1(5) of the GPDO 1995 (as amended).
- It is not subject to an Article 4 Direction and has not otherwise had its permitted development rights removed or restricted by reason of a condition attached to a previous planning permission.

Proposal Details

- The application is to retain the existing single storey rear extension
- The rear extension has a depth of 6m and an eaves height of 3m with a flat roof

Revisions to Previous Application:

N/A

Relevant History

P/2993/13 – Prior Approval for Single Storey rear extension: 6m deep 3m maximum height and 3m height to the eaves

Prior Approval Granted – 30/10/2013

- It was considered that the impact on the amenity of the occupiers at No. 8 and No. 10

would be largely mitigated by the rear extensions existing at these properties, and therefore the extension would not have significant and unacceptable impact on the amenity of both neighbouring properties.

Pre-Application Discussion

None

Applicant Statement

N/A

Consultations

No consultation is required or undertaken for a Certificate of Lawful Existing Development application

MAIN CONSIDERATIONS AND POLICIES

Compliance with Permitted Development Limitations

APPRAISAL

1 Compliance with Permitted Development Limitations

Existing Single Storey Rear Extension

In relation to compliance with **Class A**, the existing single storey rear extension is appraised as follows:

A.1

- a) The existing extension, together with other buildings within the curtilage does not occupy an area greater than 50% of the total area of the curtilage (excluding the ground area of the original dwellinghouse).
- b) The height of the enlarged part of the dwellinghouse does not exceed the height of the highest part of the roof of the existing dwellinghouse.
- c) The height of the eaves of the enlarged part of the dwellinghouse does not exceed the height of the eaves of the existing dwellinghouse.
- d) The existing single storey rear extension does not extend beyond a wall which fronts a highway and forms a principal or a side elevation of the original dwellinghouse
- e) The existing single storey rear extension exceeds 3 metres beyond the rear wall of the original dwellinghouse. Sub paragraph (ea) of the General Permitted Development Order 2013 (as amended) permits until 2016, for a dwellinghouse not on article 1(5) land nor on a Site of Special Scientific Interest, the enlarged part of the dwellinghouse does have a single storey and:

(ea)(i) not extend beyond the rear wall of the dwellinghouse by more than 8 metres in the case of a detached dwellinghouse, or 6 metres in the case of any other dwellinghouse

(ea)(ii) not exceed 4 metres in height

In order for the development to be lawful under A.1 (ea), the development must meet the conditions set out under paragraph A.4 which sets out the prior notification process, including the time frame for the notification being 42 days prior to commencement of any development relating to Class A.1 (ea). The applicant had submitted a prior notification which was received by the LPA on 30/09/2013. Objections were raised by the neighbours at No. 6 Talbot Road and a site visit was conducted in order to carry out an assessment and subsequently prior approval was granted as a result.

- (e) (ii) The existing extension does not exceed 4 metres in height when measured from the highest point of the natural ground level adjacent to the original dwellinghouse.
- f) N/A - The extension does not have more than one storey.
- g) The existing single storey rear extension is within 2 metres of the boundary of the curtilage of the dwellinghouse and the height of the eaves of the enlarged part does not exceed 3 metres.
- h) The existing single storey rear extension does not extend beyond a wall forming a side elevation of the original dwellinghouse.
- i) The existing single storey rear extension does not include the construction or provision of a veranda or balcony or raised platform or the installation, alteration or replacement of a chimney, flue or soil and vent pipe.

A.2

Not applicable as the dwellinghouse is not on Article 1(5) land.

A.3

- a) Annotations on the existing plans indicate that the materials to be used in any exterior work are of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse.
- b) N/A - The extension is single storey
- c) N/A - The extension is single storey

A.4

The prior notification required by this section has been undertaken.

CONCLUSION

For all the reasons considered above, the development complies with the relevant limitations set out in Schedule 2, Part 1 Class A of the Town and Country Planning (General Permitted Development) Order 1995, as amended by The Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 relating to development within the curtilage of a dwellinghouse. It is therefore recommended that a Certificate of Lawful Existing Development be issued.

CONDITIONS

1 The existing single storey rear extension is within the tolerances of Schedule 2, Part 1, Class A of The Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008, as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013.

2 The Development is therefore a lawful development

INFORMATIVES

1 INFORMATIVE:

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows:

0800-1800 hours Monday - Friday (not including Bank Holidays)

0800-1300 hours Saturday

2 INFORMATIVE:

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

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

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

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

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

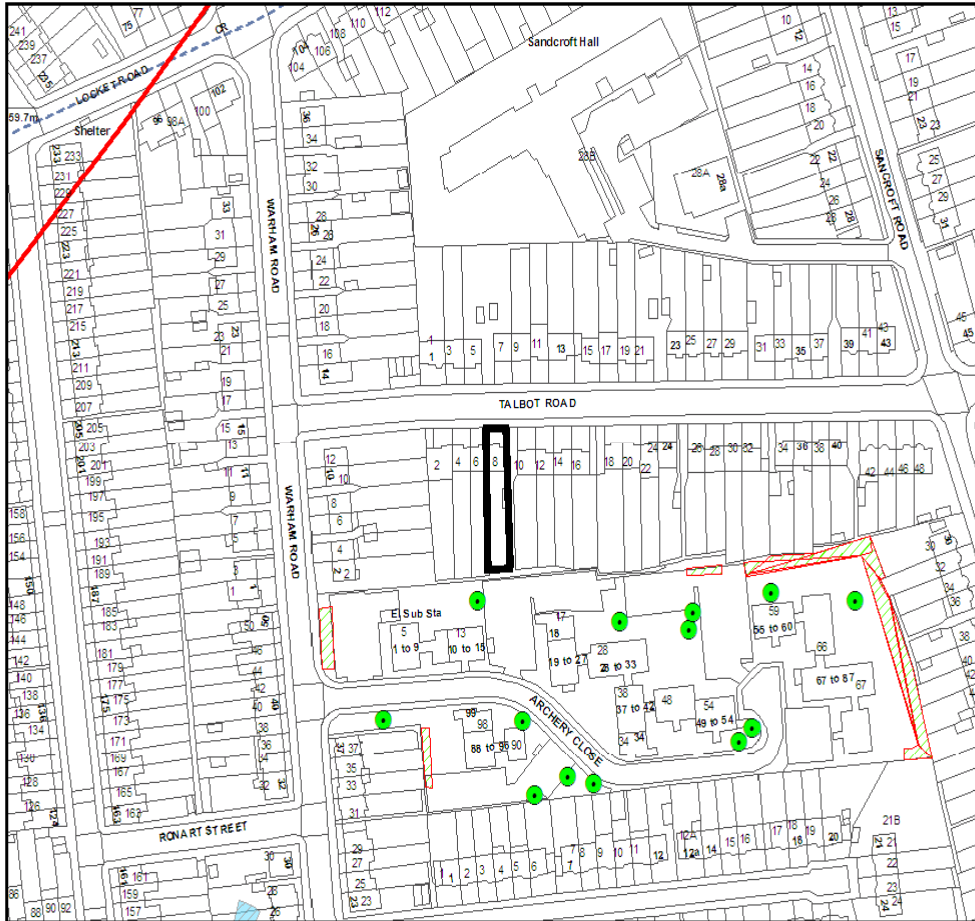
E-mail: communities@twoten.com

3 INFORMATIVE:

The applicant is reminded that, to comply with Condition A.4. (10) & (11) of Part 1 (Class A) to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, as inserted by the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013, the development must be completed on or before 30th May 2016 and that the developer must notify the local planning authority of the completion of the development as soon as reasonably practicable after completion.

Plan Nos: 1331/50B, 1331/30D, 1331/20A, 1331/10B, Site Plan

8 TALBOT ROAD, HARROW



Item No. 2/07

Address: LAND ADJACENT TO THE ARCHES, ROXETH GREEN AVENUE,
SOUTH HARROW, HARROW

Reference: P/1629/14

Description DEVELOPMENT TO PROVIDE A THREE STOREY BUILDING
CONTAINING 6 SELF-CONTAINED FLATS; GROUND FLOOR CLASS
B1 / D1 / D2 UNIT; SEPARATE RESIDENTIAL / COMMERCIAL
ENTRANCES; ASSOCIATED PART UNDERCROFT / PART SURFACE
CAR PARKING; LANDSCAPING; REFUSE STORAGE VIA EXISTING
VEHICULAR ACCESS

Ward: ROXBOURNE

Applicant: MR M SHWARTZ

Agent: PRESTON BENNETT PLANNING

Case Officer: CALLUM SAYERS

Expiry Date: 26/06/2014

RECOMMENDATION

GRANT permission for the development described in the application and submitted plans, subject to conditions, for the following reasons:

The proposed development would re-provide an acceptable level of commercial floor space within the borough, and would also provide a contribution to the boroughs housing stock. Furthermore, the proposed development would provide suitable living accommodation for future occupiers, and would not unacceptably harm the character of the area or the amenities of future or existing neighbouring occupiers therefore according with to policies 3.3 and 4.4 of The London Plan 2011, policies CS1.O/P of The Harrow Core Strategy 2012 policies DM1 and DM31 of the Harrow Development Management Policies Local Plan 2013.

INFORMATION:

This application is reported to Planning Committee as it creates more than two residential units. The application is therefore referred to the Planning Committee as it is excluded by Proviso 1b of the Scheme of Delegation dated 29 May 2013.

Statutory Return Type: Minor Dwellings

Council Interest: None

Gross Floorspace: 645sqm

Net Additional Floorspace: 420sqm

GLA Community Infrastructure (CIL) Contribution: £14,700.00 (based on an uplift of 420sqm of residential floor space)

Harrow Community Infrastructure (CIL) Contribution: £46,200.00 (based on an uplift of 420sqm of residential floor space)

Site Description

- The application comprises a rectangular parcel of land abutting an electrical sub-station to the east, Roxeth Green Avenue to the north and adjacent to the railway arches and an elevated spur of the railway and Biro House to the south.
- The application site was formerly used as a garage (now removed) and car parking area but is now closed off and is vacant. Some ground works have been done at the application site and the applicant asserts that these relate to the implementation of planning application (P/1288/07 – allowed on appeal).
- The site is approximately 38 metres in depth (north to south) and between 8 and 14.6 metres in width (east to west).
- An elevated section of railway is located to the west of the site with commercial units below. A convenience shop occupies the unit immediately adjacent to the application site.
- Biro House to the south-east of the site is a large residential development of approximately 180 units.
- The unit opposite the application site on the northern side of Roxeth Green Avenue is used as a repair garage and MOT testing centre. The properties further to the east of this site are residential dwellinghouses.

Proposal Details

- It is proposed to construct a 3-storey building comprising 6 residential units.
- The building would have a flat roof and would be finished in a mix of materials including brick, render and uPVC windows. The bin store at the southern end of the building would be finished in timber cladding.
- The building would be 9.3 metres in height to the top of the parapet, 31.4 metres in depth (excluding the bin store) and varies in width between 8.8 and 5 metres due to the curved western elevation of the building.
- Balconies are proposed on the southern and western elevations, finished in toughened glass with metal floor decks.
- The building would be sited approximately 1 metre from the edge of the footpath to the front (north) of the building and metal railings are proposed along this boundary.
- The building would be sited 700mm from the eastern site boundary and approximately 10 metres from the elevated section of railway.
- The proposed ground floor would provide for 123sqm of floor space which would be attributed to either a B1, D1 or D2 use. The applicant has not submitted detail as to which uses the ground floor would be made up of.
- Located on the first and second floors of the proposed dwelling would be six residential units, with three units per floor.
- The units would have Gross Internal Areas (GIAs) of:
 - First Floor - 52sqm (1b2p)
 - First Floor – 50sqm (1b2p)
 - First Floor – 71sqm (2b4p)
 - Second Floor – 54sqm (1b2p)
 - Second Floor - 52sqm (1b2p)
 - Second Floor – 71sqm (2b4p)
- Undercroft car parking would be provided at the southern end of the proposed building for 3 cars. An additional car parking space is proposed beyond the southern end of the building, with four car parking spaces.

Relevant History

P/1288/07

Construction of three storey office building with undercroft parking, 18 solar panels and 7 micro wind turbines

Refused: 11 October 2007

Allowed on Appeal: 24 July 2008

P/0074/13

Re-development to provide three storey building containing 7 flats; canopy over front entrance; new vehicle access; associated landscaping; refuse and parking.

Refused: 8 March 2013

Reasons for Refusal

1) The use of the land for residential use, by reason of the loss of allocated Business and Industrial Use Land, would undermine the Council's strategic objectives for the creation of employment opportunities in the borough, to the detriment of the economic development, growth and prosperity of the borough, contrary to policy 4.4 of The London Plan 2011, policies CS1.O/P of The Harrow Core Strategy 2012 and saved policy EM14 of the Harrow Unitary Development Plan 2004.

2) The proposed residential units, by reason of their proximity to Roxeth Green Avenue and the elevated railway to the west of the site, would experience unreasonable levels of disturbance and poor levels of outlook, to the detriment of the amenities of the potential occupiers of the units and therefore result in substandard accommodation, contrary to policy 3.5.C of The London Plan, policy CS1.K of the Harrow Core Strategy 2012, saved policies D4 and D5 of the Harrow Unitary Development Plan 2004 and adopted Supplementary Planning Document: Residential Design Guide 2010.

3) The balconies on the northern side of the proposed building, by reason of their proximity to Roxeth Green Avenue, would appear as intrusive and discordant features and would have an overbearing and unduly dominant impact in the streetscene, to the detriment of the character and appearance of the area, contrary to policies 7.4.B and 7.6.B of The London Plan 2011, policy CS1.B of the Harrow Core Strategy 2012 and saved policy D4 of the Harrow Unitary Development Plan 2004

P/0814/13

Re-development to provide three storey building containing 7 flats; canopy over front entrance; new vehicle access; associated landscaping; refuse and parking.

Refused : 29 May 2013

Reasons for Refusal :

1) The use of the land for residential use, by reason of the loss of allocated Business and Industrial Use Land, would undermine the Council's strategic objectives for the creation of employment opportunities in the borough, to the detriment of the economic development, growth and prosperity of the borough, contrary to policy 4.4 of The London Plan 2011, policies CS1.O/P of The Harrow Core Strategy 2012 saved policy EM14 of the Harrow Unitary Development Plan 2004, and Policy DM31 of the emerging Development Management Policies Local Plan 2013.

2) The proposed residential units, by reason of their proximity to Roxeth Green Avenue and the elevated railway to the west of the site, would experience unreasonable levels of disturbance and poor levels of outlook, to the detriment of the amenities of the potential occupiers of the units and therefore result in substandard accommodation, contrary to policy 3.5.C of The London Plan, policy CS1.K of the Harrow Core Strategy 2012, saved policies D4 and D5 of the Harrow Unitary Development Plan 2004, Policy DM1 of the emerging Development Management Policies Local Plan 2013, and adopted

Supplementary Planning Document: Residential Design Guide 2010

3) The balconies on the northern side of the proposed building, by reason of their proximity to Roxeth Green Avenue, would appear as intrusive and discordant features and would have an overbearing and unduly dominant impact in the streetscene, to the detriment of the character and appearance of the area, contrary to policies 7.4.B and 7.6.B of The London Plan 2011, policy CS1.B of the Harrow Core Strategy 2012 and saved policy D4 of the Harrow Unitary Development Plan 2004 and Policy DM1 of the emerging Development Management Policies Local Plan 2013.

APPEAL M5450/A/13/2200029: DISMISSED: 05/03/2014

Applicants Submission Documents

- Planning Statement
- Design and Access Statement

Revision to previous scheme

- Provision of a commercial element on the ground floor.
- Reduction in the amount of units from 7 down to 6.
- Reorientation of unit 2 (first floor) and unit 5 (second floor) to primarily face north east rather than south west towards the railway viaduct.

Consultations

Policy & Research: No Objection

Highways Authority: No Objection

Transport for London: No response received

Advertisement: Departure from Development Plan

Published: 29th May 2014

Expiry: 19th June 2014

Sited Noted Erected: 2nd June 2014

Expiry: 23rd June 2014

Notifications

Sent: 134

Replies: 3

Expiry: 13 June 2014

Summary of Response(s):

- The community is already densely developed
- The proposed structure is inappropriate and intrusive
- Increase in anti social behaviour.
- Loss of light form adjacent ground floor flats
- Overlooking and loss of privacy
- Decrease in value of neighbouring properties
- Increase in noise
- Construction noise

APPRAISAL

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

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

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

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

MAIN CONSIDERATIONS

Principle of Development and Land Use
Character and Appearance of the Area
Residential Amenity
Accessibility
Development and Flood Risk
Transport Impacts of Development
Sustainability
Equalities Implications
S17 Crime & Disorder Act
Consultation Responses

Principle of Development and Land Use

The application site is located within the South Harrow Arches Industrial and Business Land Use Area within the adopted Proposals Map and in the Local Plan, the land is also allocated for these uses.

In support of the application for the release of the land from business and industrial use, the applicant advances the same two primary arguments that were submitted under P/0074/13: firstly, that the application site has extensively and robustly been marketed without success demonstrating that the use of the land for business use is not deliverable; and secondly, that the development would be sustainable in contributing towards the economic growth and contributing towards the housing supply within the borough.

Strategic Policies and Land Use

London Plan Policy 4.4 undertakes to adopt rigorous industrial land management, promoting a 'plan, monitor and manage' approach to the release of surplus land. It requires LDFs to, *inter alia*, manage release having regard to borough level groupings for transfer of industrial land to other uses. Harrow and the rest of north/north-west London falls within the limited transfer category¹.

In terms of supply, Harrow's Annual Monitoring Report 2012 [AMR] shows that there has

¹ See London Plan map 4.1.

been an overall loss of employment floorspace of 71,577m² over the period 2007/08 to 2011/12. This figure does not include the Kodak site, where the grant of outline planning permission on 21 December 2012 for mixed use redevelopment has authorised the net loss of 52,025m² employment floorspace. In terms of demand, the Employment Land Study 2010 [ELS] remains the most up-to-date assessment of future industrial floorspace requirements in the Borough. Therefore, having regard to the supply/demand balance as required in the Core Strategy, it is considered that there remains a need to carefully manage the release of industrial premises.

When expressed as land (rather than floorspace) the AMR also shows a contraction in available land for employment use, totalling 7.12 hectares over the period 2009/10 to 2011/12³. Of this, 1.066 hectares has been lost from designated employment sites.

Core Strategy Policy CS1.P supports mixed use development as a means of securing employment development and economic diversification, and defers to development management policies to set out detailed criteria for the managed release of surplus employment land. The applicant has responded to the previous reason for refusal under P/0814/13, which found the loss of the commercial floor space on the site unacceptable. The applicant has now provided a ground floor element which would provide for approximately 121sqm of commercial floor space, and could be occupied by either B1/D1/D2 use classes. The re-provision of a commercial element on the ground floor, with the residential accommodation above enabling this, would ensure that satisfactory level of employment floor space is retained within the boroughs stocks. The proposed use classes are considered to be broadly appropriate as would for the most be compatible in terms of noise and disturbance with the residential use above. However, it is recognised that some uses that fall within these classes may potentially lead to a noise conflict with future and existing occupiers, and it is therefore considered appropriate that some uses be restricted from this floor space.

In the context of NPPF paragraph 216, the Council considers that the provisions of Policy DM31 of The Harrow Development Management Plan (2013) be given significant weight in the decision making process. Policy DM31B specifically notes that the Council will support enabling-led mixed use development where this is necessary to facilitate the intensification, renewal and modernisation of existing industrial and business floorspace. In addition to complying with other relevant policy considerations, proposals for enabling-led mixed use employment development must;

- a) demonstrate that the enabling development is necessary to facilitate the delivery of the proposed industrial or business use floorspace;
- b) maximise the amount of industrial or business floorspace to be re-provided as part of the mix.
- c) Achieve demonstrable improvements on the site's suitability and viability for continued industrial or business use activity having regard to the environmental improvements and the standard, type and flexibility of the accommodation to be provided; and
- d) Ensure there would be no conflict between the enabling use and the industrial use activities within or surrounding the site.

The proposed development would provide for a commercial floor space on the ground floor with residential units located above. It is considered that the proposed development

³ See Table 41 of the AMR.

would ensure that there would be the retention of employment floor space to overcome the previous reason of refusal, whilst increasing the housing stock to the borough. The applicant has satisfactorily demonstrated that the use of the site as a purely B1 use (as approved under P/1288/07), is not viable or attractive for such a size in this location. The Council accept on the basis of the information submitted, that a mixed use development at this location, with the provision of a smaller commercial unit would be more attractive to future occupiers. The proposed residential units would provide an enabling element to the scheme that ensure that a ground floor commercial unit can be provided.

The commercial floor space would cover approximately 121sqm, which given the parking quantum required, and restrictive nature of the site, would constitute the maximum amount of commercial floor space as part of the proposed mix on site. It is considered that the amount of commercial floor space would be of a suitable size and layout that could attract future occupiers. It is noted that it would be of a similar size to that of the commercial units that are located within the arches opposite.

The application site has had a planning permission granted under P/1288/07 for the use of this part of the site as a B1 use class. Furthermore, the arches that are located to the west of the property are in commercial use. As such, it is considered that the use of the ground floor of the property would be wholly appropriate in this location.

The application site is relatively restricted, and would share and access with the existing commercial uses that are located within the arches under the raised railway tracks. Furthermore, the proposed development would include a residential component above the commercial floor space. The success of the commercial floor space would depend (in part) on how this use would relate with the existing uses and proposed residential use above. The area located between the proposed new build elevation and the existing arches, whilst outside of the red line boundary, would be approximately 10m wide and is of a shared surface. Furthermore, it is noted that this area is not a thoroughfare, and visitors to the property would enter and exit via Roxeth Avenue. Given the above constraints, the site would be one that would be a low speed environment. Nonetheless, it is considered appropriate that a Site Management Plan be submitted to demonstrate how the site, in particularly the commercial elements, would be serviced. Subject to such a condition, it is considered that the proposed development would not conflict with existing users or future occupiers of the site.

For these reasons, it is considered that proposal would continue to provide a functional commercial space within the borough and would also add to the housing stock, and as such would accord with policy 4.4 of The London Plan 2011, policy CS1.O/P of the Harrow Core Strategy 2012, policy DM31 of the Harrow Development Management Plan (2013). The principle of the development proposal can therefore be supported.

Character and Appearance of the Area

Good design lies at the heart of national planning policy guidance. London Plan policies 7.4.B, 7.5.B and 7.6.B and policy DM1 of the Harrow Development Management Policies Local Plan (2013) set out a number of design objectives that new developments should seek to achieve, with the underlying objective of requiring new development to be of high quality design. Policy 7.4.B and policy DM1 of the HDMPLP (2013) pay particular reference to design being correct in its context and respecting the public and local realm. Policy CS1.B of the recently adopted Core Strategy requires all new development to respond positively to local context in terms of design, siting, density and spacing and reinforce the positive attributes of local distinctiveness.

The physical scale and siting of the development proposed in this application is almost identical to the previous application on the site for an office building allowed on appeal. Consistent with the proposed use of the building proposed, the building would have a much more residential appearance, with the proportion of brick and render materials increasing in place of other façade materials, the nature of the fenestration and openings and the introduction of balconies most clearly indicating that the residential nature of the proposed building. The scale and siting of the building has previously been considered to be appropriate in its context. In light of the relative minor changes in policy context since the determination of the appeal on the site and the absence of any significant changes in site circumstances since this time, it is considered that an objection to the scale and siting of the building could not be substantiated.

In terms of the design of the building, though the residential nature of accommodation to the north-east and south-east of the site is noted, the application site retains a more commercial and industrial appearance and in this context, the residential design features of the building would lend it a slightly anomalous appearance. However, with its undercroft parking, flat-roof design and substantial use of modern materials, it is considered that the building does not have an overtly residential appearance to the extent that broadly, it would not be harmful within its context.

It is proposed to provide balconies within the development to provide a level of private amenity space for future occupiers. Previously, the Council objected to the proposed balconies, specifically with reference to those located adjacent to the public highway. However, throughout the appeal process for the previous scheme, the planning inspector found the provision of projecting balconies to have an acceptable impact on the streetscene. As such, the Council consider that the previous reason for refusal in relation to this aspect has been overcome.

The proposed broad scale, design and form would not therefore have an undue impact on the appearance of the area therefore having an acceptable impact on the streetscene, and would continue to respect the character and context of the locality, thereby according with policy 7.4.B and 7.6.B of The London Plan 2011, and policy DM1 of the Harrow Development Management Plan (2013).

Landscaping

The landscaping proposed for the building relates to the hardsurfacing of a small area to the north of the building, hard surfacing for the areas to the west of the application site between the viaduct and the application and parking provision at the southern end of the site. The use of hard surfacing materials is considered to be appropriate in this instance provided a high quality 'shared' surface space that would be defensible could be provided. Subject to conditions, it is considered that this could be provided on the site.

Residential Amenity

Neighbouring Amenity

The closest residential properties to the site are those at the north-western corner of the Biro House building to the south-east of the application site. Those units at the north-western end of the building are oriented towards the application site and the proposed development would result in some loss of outlook from the lower level units within Biro House at this location. However, the building proposed in this application replicates the scale of that previously approved. In light of the prevailing site circumstances since that appeal was determined and the minor changes in the policy context, it is considered that any impacts arising would not be unreasonable.

It is noted that as a result of the re-orientation of the middle flats on both the first and second floors, it would introduce balconies on the eastern flank elevation of the proposed building. This would introduce activity to this elevation which was not experienced under previous proposals. The proposed balconies would be located some 19m away from the northern most part of Biro House. Whilst it is acknowledged that there would be activity introduced to this elevation, and indeed an objection was received regarding a loss of privacy, the proposed plans indicate that the balconies would be mostly recessed, with only the final 0.5m projecting beyond the flank elevation. Furthermore, given the orientation of the proposed building, which would be orientated further north away from the property at Biro House, it would result in an oblique angle back to the Biro House property. As such, it is considered given the appropriate design of the balconies, distance and oblique angle, there would be no unacceptable loss of privacy to the existing occupiers at Biro House.

An objection was received regarding a loss of light to the ground floor flat within Biro House, which would face out towards the application site. It is considered that the proposed building may result in some loss of light being experienced by this property. However, it is considered that the separation distance between it and the Biro House development, in conjunction with the appropriate height and bulk of the building would not result in this resulting in an unacceptable loss of amenity to these occupiers by reason of a loss of light. Furthermore, it is noted that the proposed building would be of the same height, bulk and scale as the previously approved scheme under P/1288/07. Given that this scheme has been implemented on site (the foundations for that building have been laid), then this could be built out as of right and as such would not be a reasonable reason for refusal of the scheme in this instance.

The proposed plans indicate that there would be windows located on the southern elevation facing over the proposed car parking area and to Biro House. However, the proposed plans further demonstrate that the proposed windows would be obscurely glazed. It is considered that the proposed obscurely glazed windows would not result in an unacceptable level of overlooking or a loss of privacy. It is considered reasonable that this can be secured by way of a safeguarding condition.

Other residential properties to the east and north-east of the application site would not be adversely affected by the development proposal. Similarly, it is considered that the commercial units to the north and west of the site would not be adversely affected by the development proposal.

Standard of Living Accommodation

Each of the proposed units would meet the GIAs required by the London Plan 2011 and the Council's adopted SPD: Residential Design Guide 2010. In terms of the internal layouts of the units, each of the units would provide relatively good internal circulation and units would have 'like-for-like' room uses above and below. Previously, the Council objected to the proximity of the residential units at the northern end of the development to the public highway and footpath, which were considered to result in an unacceptable level of disturbance being experienced by future occupiers. However, it was noted within the decision by the Planning Inspector for the previous scheme, that in relation to this matter, it was considered that there would be a satisfactory level of accommodation provided for future occupiers.

The applicant has responded to the second reason for refusal (and upheld by the

planning inspectorate), with regard to the amenities of future occupiers of these units. Previously, the single aspect units that were located centrally within the development, faced directly onto the raised railway viaduct. This relationship was considered to be poor and result in unacceptable outlook for the future occupiers of these units. The applicant has now re-orientated the single aspect units to face north east, away from the railway viaduct. The proposed outlook for the occupiers of these units would overlook the adjoining property to the east, which is noted on site as being an electricity sub-station. The low height and scale of this site ensures that the proposed unit would receive an adequate level of light and outlook. The four remaining units are located at each end of the development. These four units, whilst still having a primary frontage to the raised viaduct, are nonetheless dual aspect. This would ensure that future occupier would have an adequate outlook and also access to light. It is considered that in relation to the previous reason for refusal relating to the quality of residential accommodation for future occupiers, the reason has been overcome and satisfactory living accommodation has been provided.

The applicant has submitted a Noise Report and the Council's Environmental Health Team have commented on this document. It is considered that subject to the recommendations contained within the noise report being secured by condition, the occupiers of the property would not be adversely affected by noise impacts. Furthermore, the Planning Inspector in reaching a decision considered that there would not be an unreasonable level of disturbance experienced by future occupiers when utilising their amenity space from the elevated train line.

The applicant has stated that the ground floor of the building would be of a commercial floor space, which as discussed previously would be an appropriate use of the ground floor within this area, being predominantly residential. However, it is considered appropriate to ensure that the future occupiers of the residential properties are protected from any noise resulting from the commercial floor space. The applicant has suggested opening hours (Monday – Friday: 08.00 – 18.00 and Saturday: 09.00 – 18.00, and not open on Sundays or Bank Holidays) for the ground floor use, and these have been considered to be acceptable and would ensure that the amenities of the future occupiers would be maintained. Therefore a condition is attached as part of this permission requiring that details of sound insulation between the ground floor commercial unit and the residential accommodation is submitted to and approved in writing by the Local Planning Authority.

It is considered that the proposed development would provide an adequate level of accommodation for future occupiers of the site, and would not unacceptably harm the amenities of neighbouring residential occupiers therefore according with policy 3.5.C of The London Plan 2011, policy CS1.K of The Harrow Core Strategy 2012 and policy DM1 of the Harrow Development Management Policies local Plan (2013)

Accessibility

Each of the units would have adequate turning and circulation areas whilst appropriate door widths and bathroom facilities are also indicated. Although each of the 16 Lifetime Homes points are not specifically referred to, it is considered that each of these could be achieved. Were the application acceptable in other respects, and to ensure each point is incorporated into the build design of the units, it is considered that this issue could appropriately be addressed by a condition.

The Design & Access Statement confirms that the commercial floor space on the ground

floor would have level access and therefore be inclusive for all users.

The residential accommodation would be located above the ground floor, and it is noted that the proposed plans do not provide a lift to the floors above the commercial ground floor use. However, it is noted that the proposed plans demonstrate a functional layout with turning circles within the habitable rooms. The supporting Design & Access Statement confirms that the proposed residential units would be compliant with Lifetime Homes Criteria. However, it is noted that this has not been demonstrated within the application supporting documentation. The proposed layout of the residential units is likely to enable the requirements to be met, and it is considered reasonable that an appropriately worded planning condition be attached to the permission to require detail demonstrating how these criteria would be met.

Subject to such conditions, the proposed development would therefore accord with policy 7.2.C of The London Plan 2011, policy CS1.K of the Harrow Core Strategy 2012, policy DM2 of the Harrow Development Management Policies Local Plan 2013, the adopted SPD: Accessible Homes 2010 in providing accessible units for all persons.

Development and Flood Risk

The site is not located within a flood zone. However, is located within a Critical Drainage Area and given the potential for the site to result in higher levels of water discharge into the surrounding drains, could have an impact on the capacity of the surrounding water network to cope with higher than normal levels of rainfall. The Council's Drainage Team has commented on the application and recommended conditions to ensure that development does not increase flood risk on or near the site and would not result in unacceptable levels of surface water run-off. It is considered reasonable that this matter could be addressed by way of appropriately worded safeguarding conditions. Subject to such conditions the development would accord with National Planning Policy, The London Plan policy 5.12.B/C/D, and policy DM10 of the DMP.

Transport Impacts of Development and Servicing

The Highway Authority has commented on the application and consider that the proposed access and carriage would meet Manual for Streets guidance and would be acceptable in this respect. It is considered that the level of car parking, though some spaces are tight in terms of maneuverability, are appropriate. Cycle spaces are proposed and the number and location of these spaces are considered to be acceptable.

The scale of the proposal assists in negating significant potential impacts arising from the proposal hence is not of measurable concern. The sustainable nature of the location in tandem with surrounding parking controls should act as a general deterrent to car ownership/usage related to the residential use which justifies this conclusion. Access provisions are considered acceptable in usage and safety terms. The C3 proposal is for up to 6 (4x1/2x2 bedroom) units in total which would potentially require a maximum of up to 6 spaces in accord with the LP 2011 maximum standards. The proposal suggests a quantum of 6 spaces including a single disabled compliant space which owing to the average public transport accessibility and extensive area wide parking controls can be considered acceptable for the purposes of this application as potential parking displacement onto the highway is lessened.

Given that the acceptability (in part) of the planning application relies on the re-provision of commercial floor space. As this has now been provided on the ground floor, it is essential that this element has the best opportunity to be successfully occupied and

operated. It is considered that in order to make this commercial use attractive to future occupiers, at least two designated car parking spaces for this use must be made available. It is noted currently that there are seven car parking spaces provided on site, with one each for the 6 residential flats, and one for the commercial floor space. However, the car parking provision has been considered by the Highways Authority, who are of the opinion that it would be acceptable to provide a reconfiguration of the proposed car parking layout, and ensure that two car parking spaces are designated for the commercial use. This would result in one of the residential units not having an off-street parking space. It is considered reasonable that a condition be imposed to secure a revised parking layout.

As a result of the mix of units there would be a requirement to provide 1 secure and accessible cycle parking space per unit in accord with the LP 2011 for the residential element and a further 2 spaces for the remaining uses. In total 8 places should therefore be provided. The applicant has suggested 7 which should be enhanced accordingly.

It is anticipated that refuse collection will occur from Roxeth Green Avenue with on-site refuse bin store positioning in accordance with the Council's Refuse Code of Practice and Manual for Streets (2007) guidance i.e. situated within 10m of the highway collection point.

Owing to physical site constraints and the traffic sensitivity of the site location, a construction management plan would need to be secured via planning condition to help ensure minimal disruption to the local public realm.

Subject to safeguarding conditions, it is considered that the proposal would not have an unacceptable impact on the safety and free flow of the public highway and would accord with London Plan Policies 6.9 and 6.13, Core Strategy Policy CS1R, and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

Sustainability

Policy 5.1 of The London Plan 2011 seeks to achieve an overall reduction in London's carbon dioxide emissions of 60 per cent by 2025. Harrow Council has adopted a Supplementary Planning Document on Sustainable Building Design (adopted May 2009).

For minor development proposals, the development plan at this point does not set out energy and sustainability targets greater than those required by Building Regulations. As these standards will be secured through other legislation, no conditions are required in relation to sustainability measures. Accordingly, no conflict with sustainability policies in the development plan is found.

Equalities Implications

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 would not have any impact on equalities.

S17 Crime & Disorder Act 1998

Policies 7.3.B and 7.13.B of The London Plan and saved policy D4 of the UDP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. The applicant has sought to address 'Secured by Design' principles and, with the exception of minor details, it is considered that the proposal would accord with these principles. It is considered that the principles of 'Secured by Design' could be achieved on the site and these would be secured by condition, were the application acceptable in all other respects.

Consultation Responses

Development will block views and light

This has been considered in section 3 of the Appraisal above

Would result in a loss of privacy to adjoining flats

This has been considered in section 3 of the Appraisal above

Biro House scheme was to have a communal area with coffee shop etc with limited access to the communal area.

This is not a material planning consideration for the current planning application

Locality is too densely developed

The application is for a new build which, as a building has already been granted planning permission. It is noted on site that the foundations of the approved scheme have been laid and as such, the approved scheme has been implemented onsite. The proposal would result in a commercial floor space on the ground floor and also six residential properties above. The area is noted as being a mix of residential and commercial, as such the proposal would be consistent with this use.

Development would appear unsightly

This has been considered in section 2 of the Appraisal above

Development may raise anti-social issues

This has been considered in section 9 of the Appraisal above

Development would lead to traffic congestion

This has been considered in section 6 of the Appraisal above

Noise, dust and other pollution issues during development

Potentially there would be some temporary impacts during the construction phase. Had the scheme otherwise been considered acceptable, a condition requiring a Construction Method Statement could be imposed to ensure minimal impact on neighbouring properties. Also, an informative would be added reminding the application of the Considerate Contractor Code of Practice.

Would negatively impact on property values of adjoining properties

Property values are not a material planning matter that can be considered under the Town & Country Planning Act 1990.

CONCLUSION

The proposed scheme has been found to re-provide an acceptable level of commercial within the development site, which would maintain a level of employment floor space borough stocks. Furthermore, the mixed use development would provide a mix of 6 resid which will contribute to housing stock of the borough. The proposed development has be provide a satisfactory level of residential accommodation for future occupiers and unacceptably harm the amenities of neighbouring occupiers.

For these reasons, weighing up the development plan policies and proposals, and ot considerations including comments received in response to notification and consultatio 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 92 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall be carried out in accordance with the following documents and plans: 1695/100 (REV F), 1695/101 (REV B), 1695/102 (REV R), 1695/103 (REV R), 1695/104 (REV R), 1695/110 (REV R), Planning Statement (and associated appendices), Design & Access Statement.

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

3 Notwithstanding the details shown on the approved plans, the development hereby permitted shall not proceed above ground floor damp proof course level until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- a: External appearance
- b: Shared ground surfaces
- c: Rainwater goods and soil pipes

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

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policies 7.4.B of The London Plan 2011 and policy DM1 of The Development Management Policies Local Plan 2013.

4 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all communal landscape areas other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development in accordance with policy DM22 of The 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 building, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the

development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development in accordance with policy DM22 of The Development Management Policies Local Plan 2013.

6 Before the hard surfacing hereby permitted is brought into use the surfacing shall EITHER be constructed from porous materials, for example, gravel, permeable block paving or porous asphalt, OR provision shall be made to direct run-off water from the hard surfacing to a permeable or porous area or surface within the curtilage of the site. Please note: guidance on permeable paving has now been published by the Environment Agency on

<http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>.

REASON: To ensure that adequate and sustainable drainage facilities are provided, and to prevent any increased risk of flooding in accordance with policy DM22 of The Development Management Policies Local Plan 2013.

7 Notwithstanding the approved plans, within three months of the date of this permission, details for a scheme for works for the disposal of surface water and surface water attenuation and storage works on site as a result of the approved development shall be submitted to the local planning authority to be approved in writing. The development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with the objectives set out under the National Planning Policy Framework 2012 and policy DM10 of the Harrow Development Management Policies Local Plan 2013.

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk and would not impact the character and appearance of the development, in accordance the recommendations of Core Strategy (2012) policy CS1, the NPPF and policies DM1, DM9 & DM10 of the Harrow Development Management Local Policies Plan (2013).

8 The refuse and waste bins shall be stored at all times, other than on collection days, within the designated refuse storage areas as shown on the approved plans.

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policies 7.4.B of The London Plan 2011 and policy DM1 of The Development Management Policies Local Plan 2013

9 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. measures to control the emission of dust and dirt during construction
- v. a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties on the site, thereby according with policies DM1, DM42, DM43 and DM44 of the Harrow Development Management Policies Local Plan 2013.

10 Notwithstanding the details shown on the approved plans, the use hereby approved shall not be occupied until a revised car parking layout showing two dedicated car parking spaces for the ground floor commercial floor space has been submitted to, and approved in writing by the Local Planning Authority. The approved car parking layout shall be retained thereafter.

REASON: To ensure an adequate level of car parking provision for the continued functioning of the commercial floor space hereby approved, in accordance with policy DM42 of the Harrow Development Management Policies Local Plan 2013.

11 Prior to the use of the development hereby permitted, a full Delivery and Service Plan shall be submitted to and approved in writing by the Local Planning Authority. The Delivery and Service Plan thereby approved shall be adhered to thereafter.

REASON: To ensure that the development does not harm the safety and free flow of the public highway, thereby according with policies DM1, DM42, DM43 and DM44 of the Harrow Development Management Policies Local Plan 2013.

12 The commercial element on the ground floor shall not be open outside of the following hours;

Monday to Friday: 08.00 – 18.00

Saturday: 09.00 – 18.00

And shall not be opened on Sundays or bank holidays.

REASON: To protect residential amenity within both the development and neighbouring properties in accordance with policy DM1 of the Harrow Development Management Policies Local Plan (2013).

13 Notwithstanding the detail shown on the approved plans, the windows within the southern elevation of the building shall be obscurely glazed and non-openable below 1.7m above internal floor level. The windows implemented shall be retained thereafter.

REASON: To safeguard the amenities for the neighbouring occupiers of Biro House, in accordance with policy DM1 of the Development Management Policies Local Plan (2013)

14 The 6 residential units in this development, as detailed in the submitted and approved drawings, shall be built to Lifetime Home Standards, and thereafter retained to those standards.

REASON: To ensure provision of 'Lifetime Home' standard housing in accordance with policies 3.8 and 7.2 of The London Plan 2011, policy DM1 of the Development Management Policies Local Plan and the Council's adopted Supplementary Planning Document: Accessible Homes (2010).

15 Before the development hereby permitted is occupied a Sustainability Strategy, detailing the method of achievement of Level 4 of the Code for Sustainable Homes (or successor) for the residential units, which includes details of siting, design and noise levels of any equipment, the reduction of baseline CO₂ emissions by 20%, and mechanisms for independent post-construction assessment, 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 for each phase

demonstrating compliance with the approved Sustainability 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 the NPPF, Policies 5.1, 5.3A, 5.7B, 5.9B/C, 5.10C and 5.11A of The London Plan (2011), Policies DM12 and DM14 of the Harrow Development Management Local Policies Plan (2013) and adopted Supplementary Planning Document Sustainable Building Design (2009).

16 Prior to the construction of the building hereby approved on site beyond ground floor damp proof course, additional details of a strategy for the provision of communal facilities for television reception (eg. Aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the building and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

REASON: In order to prevent the proliferation of individual television reception items on the building which would be harmful to the character and appearance of the building and the visual amenity of the area, thereby according with policy 7.4.B of The London Plan 2011 and policy DM1 of the Harrow Development Management Policies Local Plan 2013.

17 Notwithstanding the approved drawings, the ground floor of the premises shall only be used for the following purposes; Use Class B1 (Offices) and/or Use Class D1 (Clinics, Health Centres, Museums, Public Libraries, Art Gallery, Law Court); and/or D2 (Gymnasium) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification).

REASON: To protect the amenity of future and existing residential occupiers, and to protect the use of the ground floor of the approved development as commercial floor space in accordance with policies DM1 and DM31 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES:

1 INFORMATIVE:

The following the policies are relevant to this decision:

National Planning Policy Framework 2012

The London Plan 2011: 3.5, 4.4, 5.1, 5.2, 5.12, 6.3, 6.9, 6.13, 7.3.B, 7.4.B, 7.6.B, 7.8.C/D/E

Harrow Core Strategy 2012: CS1.B/K/O/P, CS4.D

Harrow Development Management Policies Local Plan (2013): DM1, DM2, DM9, DM10, DM12, DM31, DM42, DM45.

Supplementary Planning Document: Residential Design Guide 2010

Supplementary Planning Document: Sustainable Building Design 2009

Supplementary Planning Document: Accessible Homes 2010

2 INFORM_PF2

Grant without pre-application advice

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

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and

actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

3 INFORMATIVE:

Please be advised that this application attracts a liability payment of £14,700.00 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority upon the grant of planning permission will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a CIL Liability Notice indicating a levy of £14,700.00 for the application, based on the levy rate for Harrow of £35/sqm and the residential floor area of 420sq.m.

4 Harrow CIL

Harrow has a Community Infrastructure Levy which will apply Borough wide for certain uses of over 100sqm gross internal floor space. The CIL has been examined by the Planning Inspectorate and found to be legally compliant. It will be charged from the 1st October 2013. Any planning application determined after this date will be charged accordingly.

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;

Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis)- £55 per sqm;

Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm

All other uses – Nil.

The Harrow CIL Liability for this development is: £46,200.00

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

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.

- Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

6 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

7 PARTY WALL ACT:

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

work which involves:

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

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

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

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

8 SUDS

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

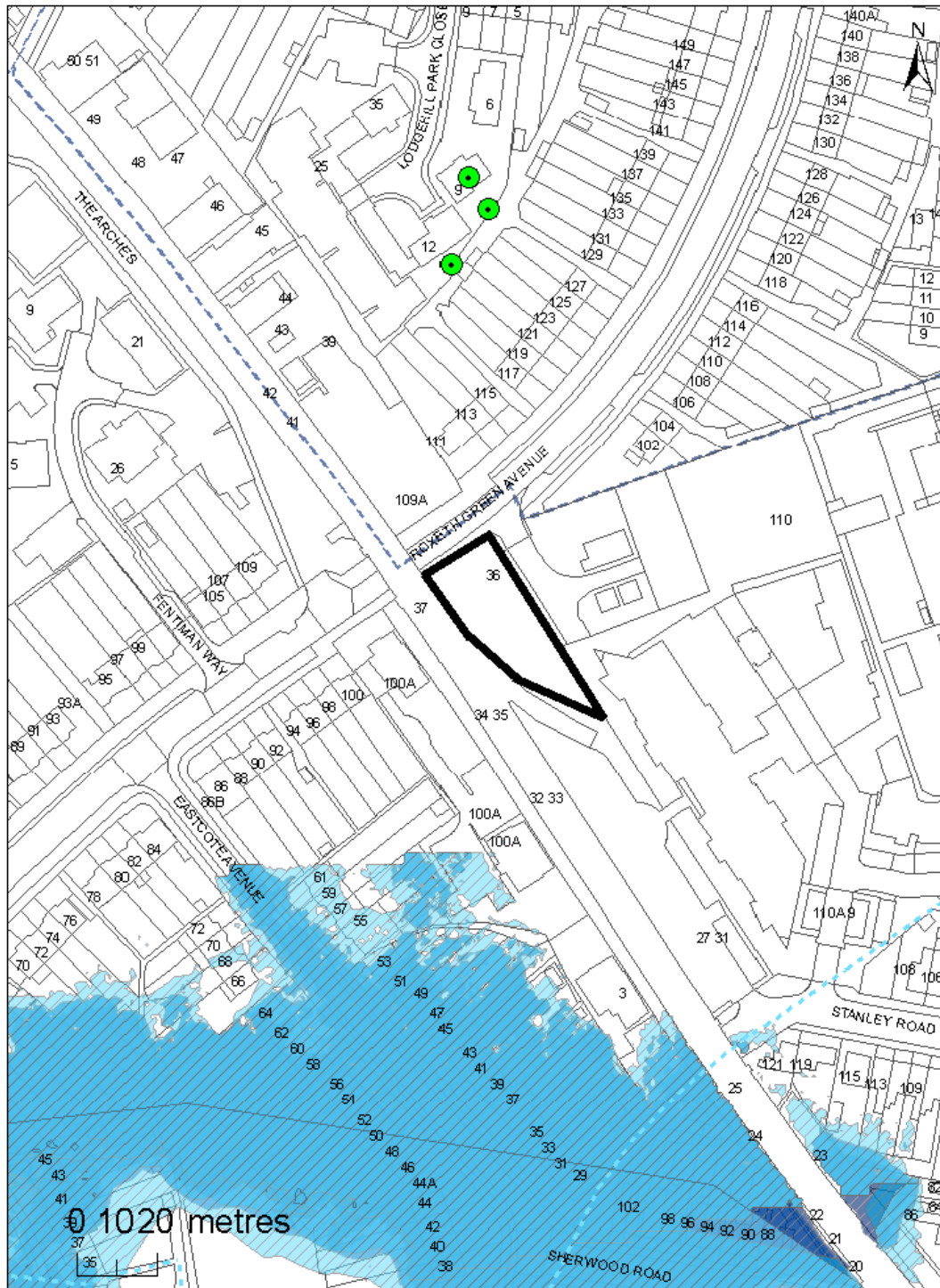
Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information

Plan Nos: 1695/100 (REV F), 1695/101 (REV B), 1695/102 (REV R), 1695/103 (REV R), 1695/104 (REV R), 1695/110 (REV R), Planning Statement (and associated appendices), Design & Access Statement.

39 THE ARCHES, HARROW



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SECTION 3 - OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

Item No: 3/01
Address: 154 EASTCOTE LANE, SOUTH HARROW
Reference: P/2243/14
Description: SINGLE STOREY REAR EXTENSION (RETROSPECTIVE)
Ward: ROXBOURNE
Applicant: MRS ASMA CHAUDHRY
Case Officer: MONGEZI NDLELA
Expiry Date: 07/08/2014

RECOMMENDATION

REFUSE permission for the development described in the application and submitted plans for the following reason(s):

REASON

The single storey rear extension, by reason of its excessive rearward projection, siting on the shared boundary and orientation of the subject dwelling in relation to No. 156 Eastcote Lane, is unduly obtrusive, dominant, results in loss of light and outlook and gives rise to overshadowing, to the detriment of the visual and residential amenities of the occupiers of the adjacent property, No. 156 Eastcote Lane, contrary to Policy 7.6B of The London Plan (2011), Policy DM1 of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document Residential Design Guide (2010).

Statutory Return Type: 21: Householder development

Council Interest: None

Net Additional Floor Area: 25.590sqm

GLA Community Infrastructure Levy (CIL) Contribution: N/A

Harrow Local Authority Community Infrastructure Levy: N/A

INFORMATION

The application is reported to the Planning Committee by an elected Member under proviso E of the Council's Scheme of Delegation.

Site Description

- The application site comprises a two-storey semi-detached, single family dwellinghouse located on the north side of Eastcote Lane.
- The forecourt of the property is hard surfaced and rear of the property is partly on a raised patio whilst the remainder is laid to lawn.

- The levels at the site drop dramatically from the rear building line to the rear boundary.
- The property has a side gate which is accessed adjacent to the north boundary of the site.
- The property adjoins no.156 Eastcote Lane to the west. The adjoining property does not benefit from an extension nor does it have a raised patio in the rear garden. The boundary treatments comprise of a timber fence and extensive landscaping particularly towards the dwellinghouse.
- The property is bound to the east by no.152 Eastcote Lane which benefits from a rear extension that projects approximately 3m rearwards. The boundary treatments comprise of a brick wall that subdivides the properties whilst toward the rear is a combination of a timber fence and landscaping.
- The property is not a listed building and it is not located in a conservation area or known flood zone.
- The site is in a Critical Drainage Area.

Proposal Details

- The proposal is retrospective and seeks a single storey rear extension to almost cover the full width of the existing property, leaving a gap of approximately 0.20m on the boundary with no.156 Eastcote Lane.
- The rear extension has a depth of 4.195m beyond the rear wall of the dwellinghouse and a width of 6.100m
- The rear extension has a flat roof which has a height of 2.850 to the eaves and approximately 3.17m at its maximum.
- The rear extension includes a side glazed door, a glazed double door at the rear elevation and uPVC double windows, also located at the rear elevation.
- The extension lies on a raised patio that stands at approximately 0.49m.

Relevant History

P/1682/03/DFU

Vehicular access

GRANT: 08/09/2003

P/2025/03/DCO

Retention of single storey rear extension

REFUSED: 13/10/2003

APPEAL DISMISSED: 11/11/2004

Pre-Application Discussion – (P/1017/14/PREAPP)

- Due to the changes in Permitted Development rights (May 2013) a depth of greater than 3m and up to 6m may be acceptable however the height remained a concern, taking the overall height including the raised patio into account.
- The adjoining neighbours at 152 and 156 Eastcote Lane have no objections to the retrospective extension.

Applicant Submission Documents

- Building Control Certificate of Completion.
- General Notes and Spec of Single Storey Rear Extension.
- Letter from Gareth Thomas MP (dated 25/11/2013).

- Examples of single storey rear extensions over 4m that have been approved by the Council.

Consultations

Drainage Engineer: No Objection.

Advertisement

None

Notifications

Sent: 2

Replies: 1

Expiry: 24/07/2014

Summary of Statement of Support

We have been living next door to the application site since 1995 and have no problem with the rear extension. Furthermore the extension does not affect us in anyway.

APPRAISAL

Preliminary Matters

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, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Character and Appearance of the Area.

Impact upon Residential Amenity

Development and Flood Risk

S17 Crime & Disorder Act 1998

Equalities

Consultation Responses

Character and Appearance of the Area and Pinner High Street Conservation Area

The London Plan policy 7.4B, Core Policy CS1.B of the Harrow Core Strategy and policy DM1 of the Harrow Development Management Policies Local Plan (2013) seek to encourage development with a high standard of design that responds positively to the local context in terms of scale, siting and materials. The adopted SPD ‘Residential Design Guide’ elaborates upon these policies with detailed guidance.

Core 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; extensions should respect their host building.'

DM1 of the DMP states that 'All development...proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance will be resisted. It goes on to say that 'the assessment of the design and layout of proposals will have regard to the context provided by neighbouring buildings and the local character and pattern of development and the provision of appropriate space around buildings for setting and landscaping as a resource for the occupiers and secure privacy and amenity'.

Paragraph 6.11 of the SPD recommends that an extension should have a sense of proportion and balance, both in its own right and in its relationship to the original building and should not dominate the original building or the surrounding streetscape. Paragraph 6.58 of the SPD emphasizes on the design and states that rear extension should be designed to respect the character and scale of the original house and garden.

The properties at this part of Eastcote Lane, located between Alexandra Avenue and Cross Road, do have rear building lines that have traditionally been flat. Over the years, several properties have extended into the rear gardens and these have remained single storey with a maximum depth of 3m. This is consistent with the guidance set out in the Residential Design SPD. The extension as built extends 1.195m beyond the guidance set out in the SPD which is significantly larger than the typically sized extension for a property of this size. The original dwellinghouse has a footprint of approximately 50m² and the extension adds an additional 25.63m² (approx) of floorspace thereby resulting in a 50% increase in the footprint of the property. Furthermore, the depth of the extension, at 4.195m, is considered excessive at this location. This is further compounded by the fact that the proposals seek an extension that is only set only 0.20m (approx.) away from the boundary with no.156 Eastcote Lane. It is under these site-specific circumstances that the single storey rear extension harms the character and appearance of the application property and its immediate surroundings.

In summary, the extension fails to appropriately relate or respond to its context and setting, contrary to the provisions and objectives of policies 7.4B and 7.6.B of the London Plan (2011), policy CS1.B of the CS, policy DM1 of the DMP and paragraphs 6.11 and 6.78 of the adopted SPD: Residential Design Guide (2010).

Impact upon Residential Amenity

The London Plan policy 7.6B states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing. Policy DM1 of the DMP Local Plan (2013) states that new residential development should achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development, will be resisted. The adopted SPD Residential Design Guide elaborates upon Policy DM1 with detailed guidance aimed at balancing the right of a landowner to develop their property with the need to protect adjoining occupiers from development that would unduly harm their residential amenity.

In addition, the Council's adopted SPD Residential Design Guide advises in paragraph

6.58 that rear extensions have the greatest potential for harm to the amenities of neighbouring residents. Their impact on neighbouring property and the character and pattern of development needs careful consideration. Rear extensions should not cause unreasonable loss of amenity to neighbouring residents.

Paragraph 6.59 of the Residential Design SPD states that the depth of the single story rear extensions would be determined by the need for consistency with the permitted development, site considerations, scale of the development, impact on the amenity of neighbouring residents, the established character of the area and pattern of the development. In Paragraph 6.60 where the SPD advises about greater depth and states that a greater depth may be allowed where the extension would be sited away from the adjacent site boundary, an adjacent dwelling is sited away from such a boundary or where the neighbouring dwelling has a deeper extension.

In paragraph 6.25 of the SPD states that extensions should not cause any unreasonable loss of light or overshadowing to any habitable rooms and kitchens in neighbouring properties. Paragraph 6.26 provides guidance on protected windows; these are the main primary windows to habitable rooms and kitchens over 13 sqm. The SPD recommends to consider possible loss of light and outlook to the protected windows of the neighbouring residential properties while assessing the impact of any extension.

The main property benefits from a large garden which is approximately 142m² and the proposed development covers approximately 17% of that space. Therefore, the proposed development is compliant with paragraph 6.19 of the adopted SPD on gardens.

The rear extension does not abut the shared boundary with no.156 however it is very close to the boundary being approximately 0.20m away. As such, the extension projects a total of 4.195m beyond the main, original rear wall of no.156. This in itself is considered to harm the neighbouring amenity at no.156 Eastcote Lane. This will be particularly pertinent during the first half of the day. This is further compounded the steep sloping gradient at the sites that sees the levels drop by approximately 0.65m from the rear building line of the site to the rear boundary. As such, the height of the extension is bound to have an over-dominating effect on the adjacent property at no.156. The garden at no.156 Eastcote Lane does not benefit from an extension nor does it have a raised patio. As such, in real terms, the extension stands much higher than the perceived 3.17m (approx.) height when viewed from no.156. The extension is likely to stand at a height of 3.66m when viewed from the neighbouring property which is 0.66m beyond the maximum heights set out in paragraph 6.63 of the SPD.

Notwithstanding the above, the orientation of the site mean the extension would be sited to the west of the adjacent property no.156. The orientation of sunlight would therefore cause and overshadowing effect and cause the loss of daylight to the protected window of the living room at no.156 Eastcote Lane. The extension therefore gives rise to an unacceptable degree of overshadowing on the rear garden area of the adjoining property. It is therefore considered that, the extension has given rise to an un-neighbourly situation and has lead to a loss of outlook and daylight. It directly affects the residential amenity in terms of day light and overshadowing the windows on the rear elevation of no.156 Eastcote Lane.

Significantly, the Appeal Decision (APP/M5450/A/04/1147084) relating to the extension still affords major weight to these proposals. The appeal was dismissed in November 2004. Whilst the inspector's decision relied heavily on the policies of the Harrow Unitary

Development Plan (UDP), adopted in 1994, the current proposals are judged against the Harrow Local Development Framework which has since replaced the UDP. Nonetheless, the policies that were relevant to that decision were largely carried over to the current LDF and thus the Inspector's reasons for dismissing the appeal remain relevant. The Inspector noted that the extension is "likely to noticeably reduce the daylight it receives and significantly increase the feeling of enclosure" to the property at no.156 Eastcote Lane. Furthermore, the extension has an "overbearing appearance" and therefore is regarded as "over dominant and unneighbourly". As such, based on the historical view of this extension, as well as current planning policies and taking into account there have been no material changes in site circumstances, the extension is still considered to unacceptably harm the living conditions of residents at no.156 Eastcote Lane.

It is noted that the unattached neighbouring property at no.152 Eastcote Lane has a rear extension. However, it is separated by a side pedestrian access and thereby not causing any detrimental impact on the residential amenity of that neighbouring property.

It is noted that the neighbours at no.152 have supported the scheme however there is no evidence the show that the neighbour at no.156 has supported the scheme. It is noted that the neighbours at no.156 did not object to the scheme. Notwithstanding this, planning seeks to protect the amenities of current and future occupiers and therefore despite the support afforded by the current neighbours the application goes against current planning guidance and is therefore considered to result in an unacceptable impact on the residential amenities of No. 156 Eastcote Lane in terms of overshadowing, loss of light and outlook, and would therefore fail to accord with Policy 7.6B of The London Plan (2011) and Policy DM1 of the Harrow Development Management Policies Local Plan (2013) and the adopted SPD: Residential Design Guide (2010).

Drainage and Flood Risk

The application site is located in a critical drainage area of Harrow. Policy DM10 was introduced to address surface water run off and flood risk from developments. The application would result in a net increase in development footprint and there is the potential for surface water run off rates to increase. If Members are minded to grant the application it is considered to necessary to attach a condition to the permission to address the issue.

S17 Crime & Disorder Act 1998

It is considered that the proposed development would not adversely impact upon community safety issues and so it would comply with policy 7.3 of The London Plan (2011).

Equalities

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

Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is not considered that there are no equality impacts as part of this application.

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, this application is recommended for refusal.

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (2011)

7.4B Local Character

7.6B Architecture

Harrow Core Strategy (2012)

CS1.B Local Character

Harrow Development Management Policies Local Plan (2013)

DM1 Achieving a High Standard of Development

Supplementary Planning Documents

Supplementary Planning Document Residential Design Guide (2010)

2 INFORM_PF3

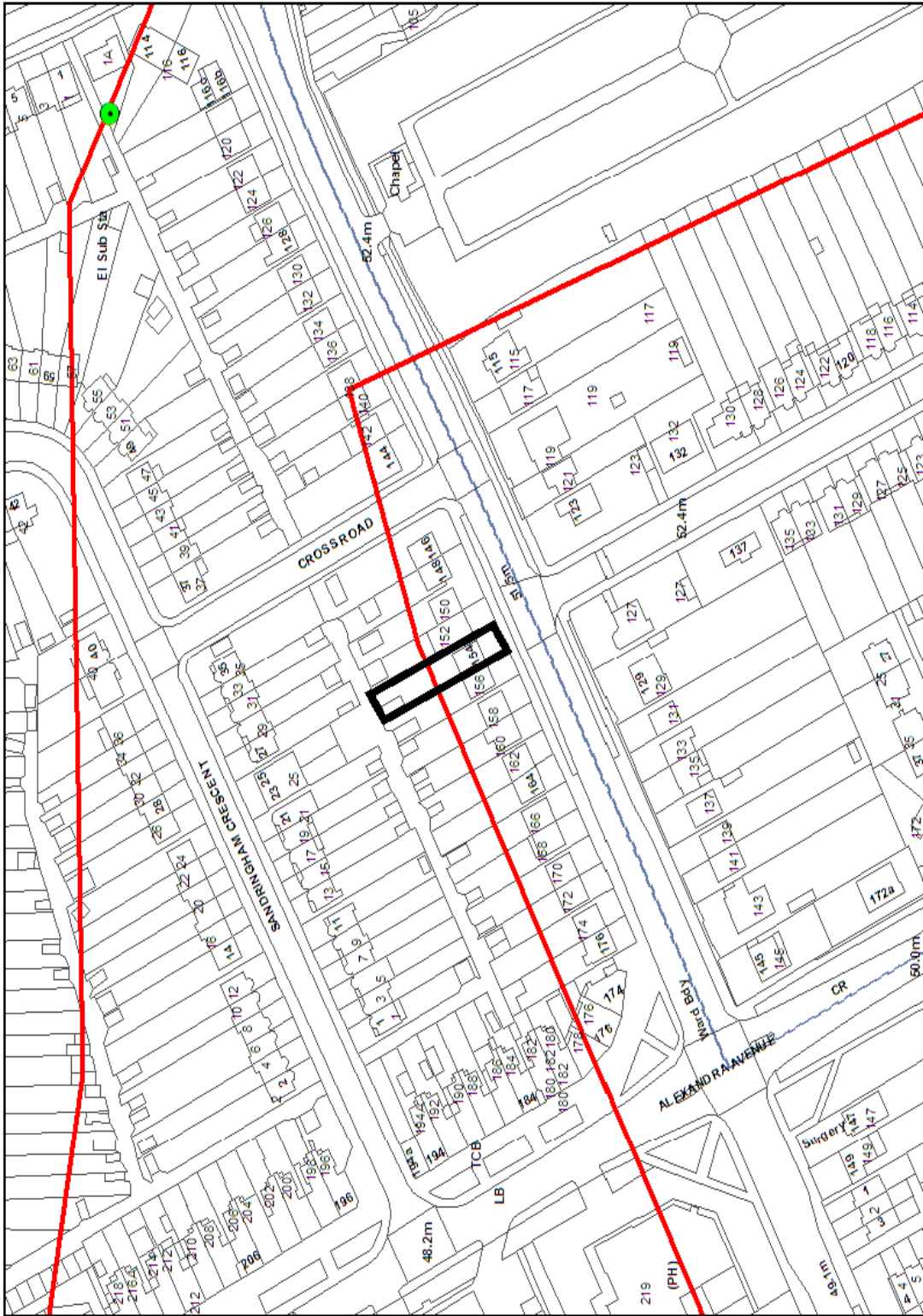
Refuse with pre-application advice

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

This decision has been taken in accordance with paragraphs 187-189 of the National Planning Policy Framework. The application was not in accordance with the advice given at the pre-application stage.

Plan Nos: Site Plan, EASTCOTE/154/1002 and EASTCOTE/154/1001.

154 EASTCOTE LANE



SECTION 4 - CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

None.

SECTION 5 - PRIOR APPROVAL APPLICATIONS

None.