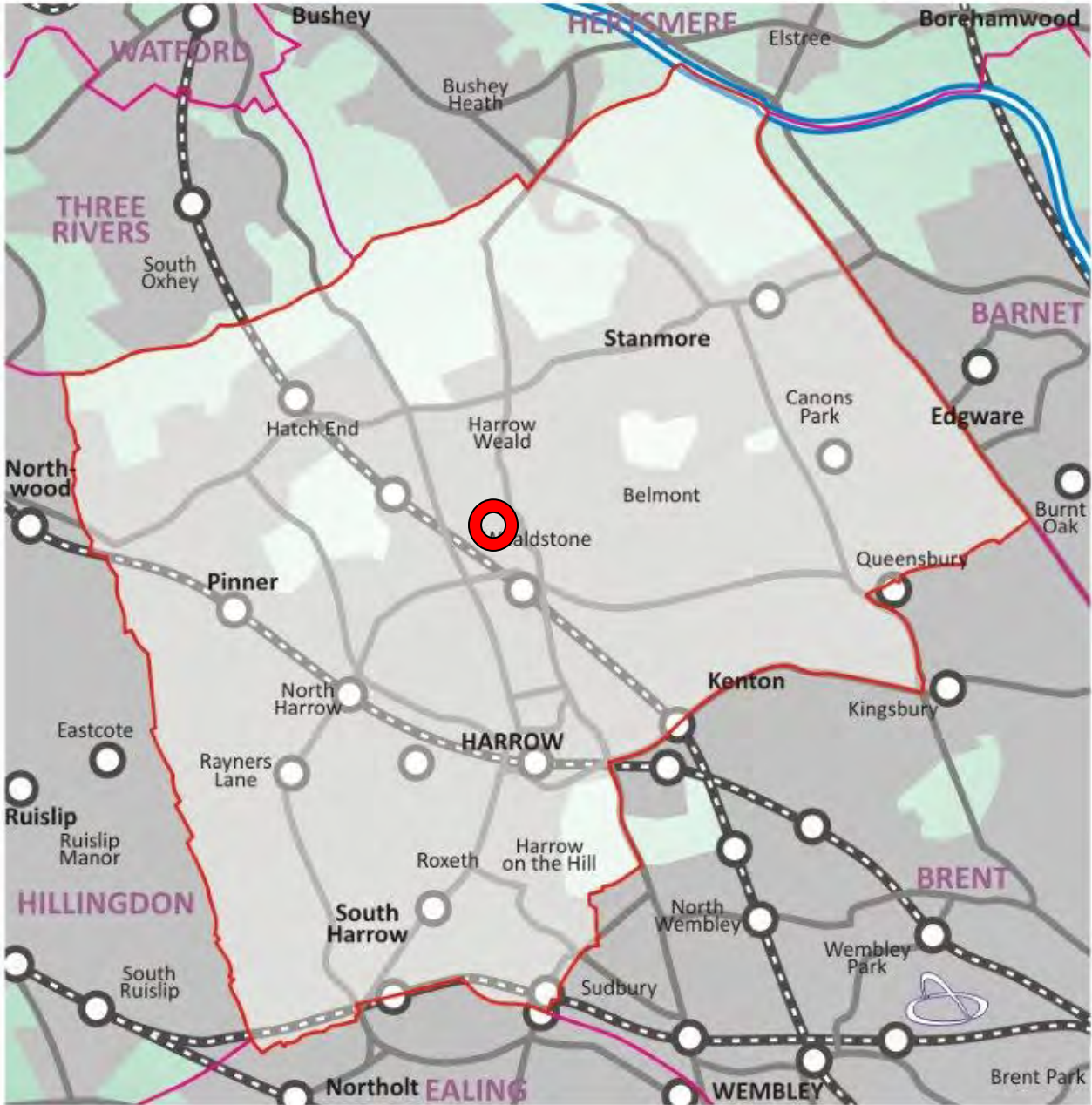
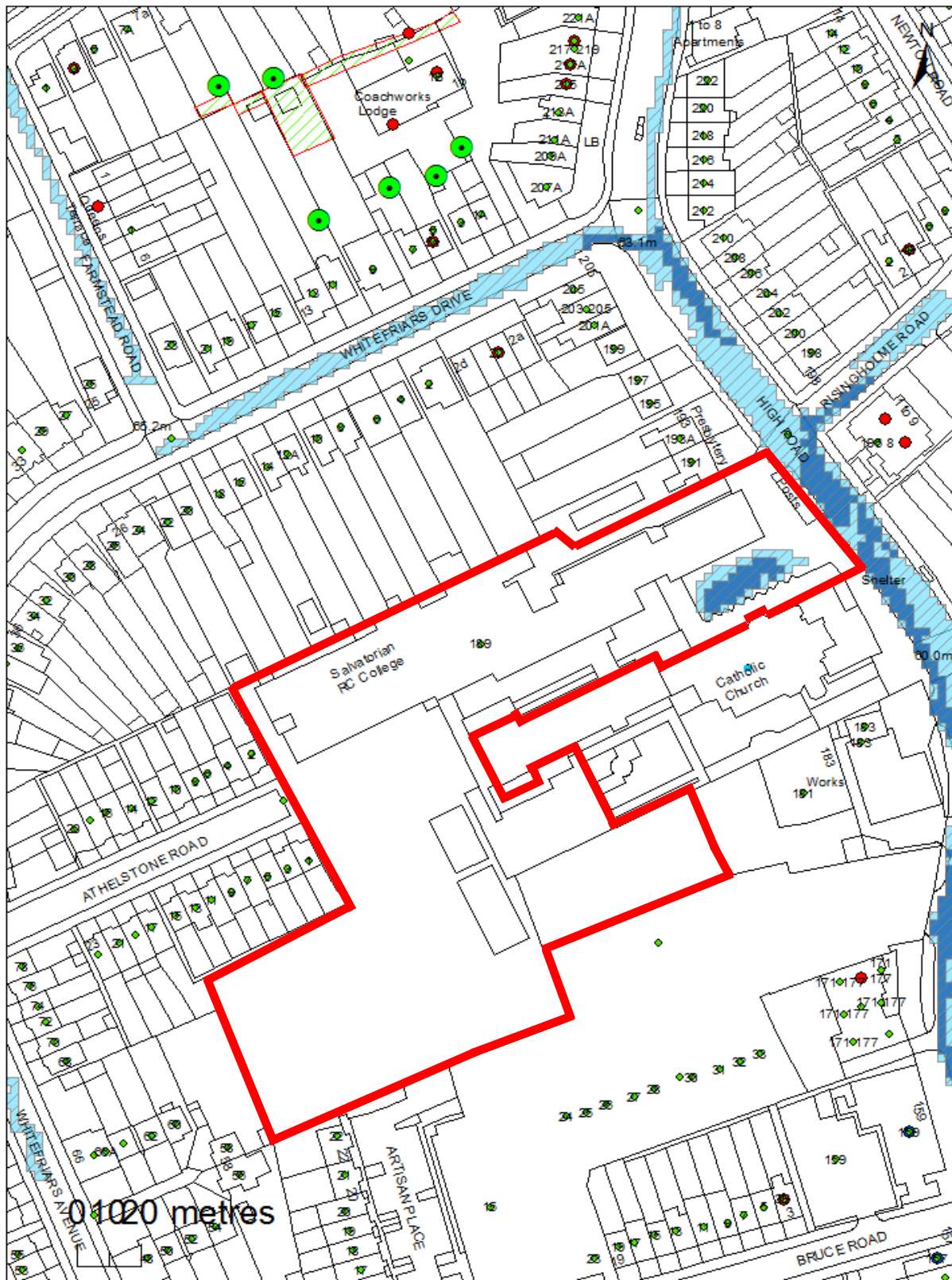


 = application site



Salvatorian College, 189 High Road, Harrow	P/0112/17
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Salvatorian College, 189 High Road, Harrow	P/0112/17
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

22nd March 2017

APPLICATION NUMBER: P/0112/17
VALIDATE DATE: 26TH JANUARY 2017
LOCATION: SALVATORIAN COLLEGE, 189 HIGH ROAD, HARROW
WARD: WEALDSTONE
POSTCODE: HA3 5DY
APPLICANT: MR ED FURSE (EDUCATION FUNDING AGENCY)
AGENT: HKS ARCHITECTS
CASE OFFICER: NABEEL KASMANI
EXPIRY DATE: 26TH APRIL 2017

PURPOSE OF REPORT/PROPOSAL

The purpose of this report is to set out the Officer recommendations to the Planning Committee regarding an application for planning permission relating to the following proposal.

Redevelopment to provide two x two and three storey buildings for a 900 place secondary school; hard surface social areas; refuge storage; cycle parking and car parking; boundary treatment; associated works (demolition of existing school buildings)

The Planning Committee is asked to:

RECOMMENDATION A

- 1) agree the reasons for approval as set out in this report, and
- 2) Grant planning permission subject to the Conditions listed in Appendix 1 of this report

REASON FOR THE RECOMMENDATIONS

The proposal represents a significant investment in the education provision in Harrow, providing a high quality education and learning environment for Secondary School boys across Harrow and the wider area. The redevelopment and expansion of the Salvatorian College would noticeably enhance the site as a social and educational hub for the community and would make a positive contribution to the built-fabric of the area removing buildings which are dated and of limited architectural merit, with buildings that would reinforce the positive aspects of local distinctiveness, enhance the character and appearance of the area and the setting of the Grade II Listed Building.

Furthermore, officers consider that the proposal would not have a detrimental impact on the residential amenities of neighbouring occupiers or highway safety. The proposal would also have a positive environmental impact through better consideration and mitigation of drainage and flood risk on the site, sustainable design and construction, and enhancements in the landscape and biodiversity within the immediate area. For these reasons, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out below, it is considered that the development is justified in this instance and the application is recommended for grant.

INFORMATION

This application is reported to Planning Committee as the proposal is a Major Development and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	Major Development
Council Interest:	Yes
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	n/a
Local CIL requirement:	n/a

BACKGROUND (Priority Schools Building Programme)

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

Harrow Cabinet agreed its school place planning strategy in February 2010 to meet the increasing demand for school places. Harrow is a congested urban borough and there is very limited effective scope to build new schools

The re-development of the site is now being considered as part of the Government's Priority Schools Building Programme (PSBP). The PSBP was launched in July 2011 and is procured by the Education Funding Agency on behalf of the Department for Education. The PSBP aims to raise standards in education, through a combination of investment in buildings and ICT, so that young people can fulfil their potential and so that staff can use their skills to best effect.

Salvatorian College is an existing 5 form of entry (FE) secondary faith school. The proposal is to demolish the existing buildings and to provide two new teaching blocks to provide a new 6 FE school for Boys aged 11-16, accommodating a total of 900 pupils. A phased construction programme is proposed which would require students from Years 7 – 9 to temporarily move out of the site for a period of up to two years. The Priestmead school site has been identified for the temporary decant and is the subject

of planning application P/0312/17 which is also in the agenda for the March Planning Committee.

HUMAN RIGHTS ACT

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.

EQUALITIES

In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 CRIME & DISORDER ACT

Policies 7.3.B and 7.13.B of The London Plan and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk. The proposed site is adjoined by residential units and fronts a classified road. The school therefore receives very good levels of natural surveillance. The site will be protected by a secure line which will prevent people gaining access into the site unless through the designated entrance. An informative has been attached to encourage that the Secured by Design accreditation is obtained.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 **BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- Nation Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, SPGs
- Other relevant guidance

LIST OF ENCLOSURES / APPENDICES:

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans and Elevations

Appendix 5 – Proposed construction phasing

OFFICER REPORT

PART 1: Planning Application Fact Sheet

The Site	
Address	Salvatorian College, 189 High Road, Harrow, HA3 5DY
Applicant	Mr Ed Furse (Education Funding Agency)
Ward	Wealdstone
Local Plan allocation	n/a
Conservation Area	n/a
Listed Building	n/a
Setting of Listed Building	In the setting of the Grade II Listed St Joseph's Catholic Church
Building of Local Interest	n/a
Tree Preservation Order	n/a
Other	Located within a Critical Drainage Area

Education		
No. of Pupils	Existing	724
	Proposed	900
No. of Forms of Entry	Existing	5FE
	Proposed	6FE
No. of Staff	Existing	33 (2P/T)
	Proposed	53 (Estimated)
No. of Classrooms	Existing	22 Classrooms 5 Science Labs 1 Library 2 Workshops 4 Classrooms contained within 2no. Mobile Units.
	Proposed	22 General Teaching Classrooms 7 Science Labs 2 Art Classrooms 1 Food Technology Classroom 4no Technology Classrooms 1 Music Classroom 3 Music Practise Spaces 1 Drama Studio 1 LRC.
Outdoor space (m ²)	Existing	Existing Hard Outdoor PE – 2621m ² Existing Hard & Informal– 2394m ² Existing Soft & Informal– 0m ²

	Proposed	Proposed Hard Outdoor PE – 2251m ² Proposed Hard & Informal– 1622m ² Proposed Soft & Informal– 923m ² Proposed Habitat– 236m ²
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Transportation		
Car parking	No. Existing Car Parking spaces	24
	No. Proposed Car Parking spaces	31
	Proposed Parking Ratio	1 per 1.7 staff member
Cycle Parking	No. Existing Cycle Parking spaces	20
	No. Proposed Cycle Parking spaces	20
	Cycle Parking Ratio	1 per 45 pupils
Public Transport	PTAL Rating	3
	Closest Rail Station / Distance (m)	0.6 miles to Harrow and Wealdstone
	Bus Routes	140, 182, 258, 340 and 640 pass along the A409 High Street
Parking Controls	Controlled Parking Zone?	Double Yellow lines immediately opposite site on High Road and single yellow line on High Road further south of application site
	CPZ Hours	8am – 8pm Monday to Saturday
	Other on-street controls	n/a
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Separate Bins Stores for recycling and non-recyclable waste with collection from Athelstone Road.

Sustainability / Energy	
BREEAM Rating	Very good
Development complies with Part L 2013?	Yes
Renewable Energy Source / %	19.3% CO ₂ savings

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site relates to Salvatorian College, a five form secondary school for Boys, located on the western side of High Road. The school site covers an approximate area of 1.19ha within an irregular shaped plot. The topography of the site is relatively flat although there is a cross fall of around 2 meters from the North site boundary to the south. There is also a further step of approximately 1m between the wall of the hard play area and the newly acquired land (to the south of the Priests accommodation).
- 1.2 The existing school buildings are two to three storeys in height and follow the horizontal (east-west) axis along the site, with the south-western part of the site used as a playground. The existing sports hall fronts the High Road with the main reception and entrance to the school set further back.
- 1.3 Adjoining the subject site along High Road (to the south) is the Grade II Listed St Joseph's Catholic Church, built in (1929-31) to the design of Adrian Gilbert Scott in a broadly Arts & Crafts style but with Gothic revival references. Connected to the Church to the west is the Salvatorian Order's Priests accommodation (currently partly used by the school), a two storey building with an approximate depth of 48m and width of 13m featuring habitable accommodation within the roofspace. A two-storey semi-detached dwellinghouse (no. 191 High Road) adjoins the application site to the north.
- 1.4 The surrounding area is predominantly residential in character. The northern boundary of the application site adjoins the rear gardens of nos. 2-24 Whitefriars Drive. The western part of the site is adjoined by nos. 1-13 and no. 2 Athelstone Road. To the south-west, the application site adjoins the shared boundaries with no. 56 and 58 Whitefriars Drive and no. 22 Artisan Place while the southern boundary adjoins the new residential units of Artisan Place.
- 1.5 The primary vehicular and pedestrian access point into the site is via High Road, with the on-site parking located at the eastern part of the site (fronting High Road). A secondary access into the site is through Athelstone Road. However, this access is only used on limited occasions for delivery/maintenance purposes and is not accessible to students or staff on a daily basis.

2.0 PROPOSAL

- 2.1 The application proposal is for the development of the site to provide a new Catholic Salvatorian College for boys aged 11 to 16. The redevelopment includes the demolition of the existing buildings on the site and with the Salvatorian Order's accommodation that is currently used by the school reverting back to their private accommodation

- 2.2 The proposed new facilities will comprise two separate teaching and learning blocks with a total internal floor area of 6,903m² - The two/three storey North Block and the two storey south Block (combined with Sport's Hall). The proposed redevelopment will allow the school to expand from a 5 form entry to a 6 form entry, thereby increasing the school capacity from 724 to 900 pupils.
- 2.3 The proposed north block have a rectangular form and follow the horizontal east-west axis. It would have a maximum width of 27m and a depth of 96m. The proposed northern flank elevation would be sited 3m away from the adjacent shared northern boundary and the proposed western flank wall would be sited 5m away from the shared boundary to the west. It would feature a flat roof profile with a maximum height of 12.1m (at its highest point). The proposed north facing elevation would feature windows (obscured 1.7m below finished floor level). The proposed sports hall building (at the eastern end of the block) would be two storeys in height externally finished with stone cladding. This block would accommodate the main sports hall and religious education general classrooms near the main entrance with the emerging technology suite of spaces occupying the remainder of the ground floor. The first-floor contains the remaining sports accommodation directly above the entrance stair with English and Language department facilities to the opposite end of the floor. The second floor would contain Maths and Humanities classrooms.
- 2.4 The proposed south block would feature an 'L-shape' form. It would have a maximum width of 47m (the proposed western flank elevation) and a maximum depth of 50m for the proposed south-facing elevation. The block would feature a flat roof with a maximum height of 9.5m. The proposed southern elevation would be sited approximately 10m away from the shared boundary with Artisan Place (at its closest point) and 11m away from the shared western boundary with no. 1 Athelstone Road. The proposed north facing elevation would be sited some 5m away from the southern facing elevation of the Salvatorian Order's Priests accommodation. The proposed south Block would feature the shared facilities of the Dining Room, Main Hall and Drama Studio, as well as the Creative Art Department teaching spaces. The first-floor contains the science departments with some SEN spaces.
- 2.5 The proposal would provide 31 car parking spaces within the eastern part of the site (adjacent to the High Road). Two of these spaces would be disabled parking bays in addition to a designated area for minibus parking. The vehicular and pedestrian entrance would be from High Road with the secondary vehicular access from Athelstone Road used for deliveries when required.
- 2.6 A brick built substation would be located within the car park and would have a width and depth of 3.5m (square form) with a maximum height of 2.9m.
- 2.7 There would be a phased construction plan whereby the current Year 10 and 11 pupils would occupy half of the existing Salvatorian Building (the most easterly part), while the other half is demolished. This will enable construction of the proposed south block and the western part of the proposed north block. Once these have been constructed, then the remainder of the original Salvatorian building would be demolished to enable the completion of the proposed north

block. Full details of the phasing are provided within the supporting Constriction Phase Plan submitted with the application.

- 2.8 A community use agreement has been submitted with the application which seeks to maximise and ensure the use of the schools facilities for the community, with the intention to support the community in sporting, cultural and education pursuits. Facilities to be let include the sports hall, dining hall, main hall, classrooms, playground and small meeting rooms.

3.0 RELEVANT PLANNING HISTORY

- 3.1 A summary of the relevant planning application history is set out in the table below:

Ref no.	Description	Status and date of decision
HAR/3289, HAR/3289/A, HAR/3289/B, HAR/3289/C, HAR/3289/E, HAR/5283, LBH/1735, LBH/1735/1, LBH/1735/2, LBH/1735/3, LBH/1735/4, LBH/25522, LBH/4888, EAST/193/97/FUL, EAST/1069/00/FUL, EAST/493/97/FUL, EAST/64/02/FUL, P/1870/08DFU	Various extensions to the school and the adjacent priest accommodation	Granted: between 1950 – 2008

4.0 CONSULTATION

- 4.1 A Site Notice was erected on 2nd February 2017, expiring on 23rd February 2017
- 4.2 Press Notice was advertised in the Harrow Times on 2nd February 2017, expiring on 23rd February 2017
- 4.3 The application was advertised as a major application and within the setting of a Listed Building
- 4.4 A total of 439 consultation letters were sent to neighbouring properties regarding this application.
- 4.5 The overall public consultation period expired on 16th February 2017.

4.6 Adjoining Properties

Number of letters Sent	439
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.7 To date, no objections have been received from adjoining properties in relation to the proposed development.

4.9 Statutory and Non Statutory Consultation

4.10 The following consultations have been undertaken:

LBH Conservation Officer
LBH Highways
LBH Travel Planner
LBH Drainage
LBH Design
LBH Environmental Health
LBH Biodiversity Officer
LBH Landscape Architect
LBH Education
LBH Waste Officer
Natural England
Environment Agency
Designing Out Crime Officer, Metropolitan Police Service
Sport England
Thames Water Authority
Affinity Water Authority

4.11 Internal and External Consultation

4.12 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

Consultee	Summary of Comments	Officer Comments
LBH Conservation	The proposal would preserve the setting of the adjacent Listed Church subject to conditioning of materials	A condition has been included
LBH Highways	<p>The content of the Transport Assessment is acceptable. A Hands-up survey is required in the form of a technical note to be considered before highways committee. Condition requested for cycling prior to commencement and school must actively promote cycling as part of the Travel Plan objectives.</p> <p>Should the application receive approval, in order to support delivery and servicing from Athelstone Road, we will seek to upgrade the existing waiting restrictions at the access point to the school. Additional information requested for the construction method statement</p>	The comments have been noted and the additional information has been requested
LBH Travel Planner	The school will need to complete a hands up survey	This has been included in the travel plan condition
LBH Drainage	The (drainage) design is acceptable. Thames Water consent for connections to the public sewers is required. Management plan for disposal of ground water during construction phase will be required pre-commencement	The comments have been noted and conditions are accordingly attached
LBH Environmental Health	<p>Satisfied with the methodology and data with the noise reports. Condition should be included for restricting noise plant levels.</p> <p>Phase 1 and 2 of Geo-environmental assessment reports indicate plausible contamination linkages.</p>	The comments have been noted. For consistency with previous school redevelopment applications, conditions have been included in relation to the Air Quality

	<p>Contamination conditions therefore included</p> <p>As this is a major development, air quality assessment and air quality neutral assessment should be included. Any condition should be worded to enforce any recommendations from the assessment.</p> <p>Insufficient information has been submitted with regards to the control of dust and emissions during construction and demolition</p>	<p>requirements. The other conditions suggested by the Environmental Health Officer have also been included</p>
LBH Biodiversity Officer	<p>A management/removal plan is required for the eradication of <i>Buddlelia davidii</i> from the site. Require a drawing depicting locations for mitigation and enhancements of wildlife</p>	<p>Conditions have been included to address these</p>
LBH Landscape Architect	<p>The site is dominated by hard surfacing so it is important for as many new trees as possible. Additional tree planting required around car park and to soften edges. No objections subject to conditions</p>	<p>This has been noted and conditions have been accordingly attached</p>
LBH Education	<p>No Response</p>	
LBH Waste Officer	<p>No Response</p>	
Natural England	<p>No Objection</p>	<p>This has been noted</p>
Environment Agency	<p>No Response</p>	
Designing Out Crime Officer	<p>No Response</p>	
Sport England	<p>No Objection</p>	<p>This is noted</p>
Thames Water Authority	<p>No Objection, subject to conditions</p>	<p>The relevant conditions have been included</p>
Affinity Water Authority	<p>No Response</p>	

5.0 POLICIES

- 5.1 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.’
- 5.2 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.
- 5.3 In this instance, the Development Plan comprises The London Plan 2016 [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].
- 5.4 A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

6.0 ASSESSMENT

- 6.1 The main issues are;

Principle of the Development
Regeneration
Character and Appearance of the Area and setting of Listed Building
Residential Amenity
Accessibility
Traffic and Parking
Development and Flood Risk
Biodiversity
Sustainability and Air Quality

6.2 Principle of Development

- 6.2.1 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 wellbeing. In order to achieve sustainable

development, economic, social and environmental gains should be sought jointly.

- 6.2.2 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
- 6.2.3 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”
- 6.2.4 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 (2016) seek to ensure inter alia that development proposals which enhance social infrastructure, education and skills provision are supported
- 6.2.5 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.
- 6.2.6 Salvatorian College is part of the Government’s Priority Schools Building Programme (PSBP). The PSBP was launched in July 2011 and is procured by the Education Funding Agency on behalf of the Department for Education aiming to raise the standards of teaching spaces within education. The educational use of this site is long established. The existing buildings on the site are time served buildings, and subsequent ad-hoc extensions past their intended life cycles which are in a poor state of repair. The existing buildings are poorly configured and form an incoherent sprawl on the site. Within the context of the relatively compact nature of the school site in conjunction with

bordering residential land use, further expansion of the existing school to provide the quality and level of educational facilities required are limited.

- 6.2.7 The proposed school would feature a good quality, sustainable design, and would result in a significant improvement in education facilities for local people. It would feature a building which is fit for its purpose and rational in its layout, use and form, with the resulting benefits to managing the accommodation in terms of efficiencies of scale/energy use, and classroom layouts. Having regard to the very 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 reasonably accessible, established location, with an established pupil catchment, to help meet the demand for places within the surrounding community.
- 6.2.8 In summary, having regard to the above policy considerations, the principle 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 poor quality facilities which has past its life-cycle.

6.3 Regeneration

- 6.3.1 The proposed redevelopment of the site is part of the Government's Priority Schools Building Programme which seeks to raise standards in education, through a combination of investment in buildings and ICT, so that young people can fulfil their potential and staff can use their skills to best effect. As discussed above, the proposed development would provide a significant and much needed improvement in the quality of the physical facilities on the site (removing poor and out-dating quality facilities in the process) and would provide much needed extra school places for a growing population. The proposal would make a significant contribution to social and educational infrastructure within the London Borough of Harrow and therefore be consistent with the 'social' dimension of regeneration.

6.4 Character and Appearance of the Area and the Setting of the Grade II Listed Building

- 6.4.1 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.

- 6.4.2 The London Plan (2016) 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 (2016) 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 (2016) 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.
- 6.4.3 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.' Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) reinforces the principles set out under The London Plan (2016) policies 7.4B and 7.6B and seeks a high standard of design and layout in all development proposals. It goes on to state, amongst other things, that developments should contribute to the creation of a positive identity through the quality of building layout and design, should be designed to complement their surroundings and should have a satisfactory relationship with adjoining buildings and spaces.
- 6.4.4 Paragraph 131 of the NPPF states 'local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 137 further states that 'local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- 6.4.5 The London Plan policy 7.8 D states 'Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials architectural detail' and Harrow Core Strategy policy CS1 part D which states 'Proposals would harm the significance of heritage assets including their setting will be resisted. The enhancement of heritage assets will be supported and encouraged'. Policy DM7 of the Development Management Policies Local Plan states the impact of proposals affecting heritage assets will be assessed having regard to relevant issues of design, appearance and character, including proportion, scale, height, massing, historic fabric, use, features, location, relationship with adjacent assets, setting, layout, plan form. When considering proposals affecting listed buildings and their setting, the Policy DM7(E) states that the Council will pay special attention to the building's character and any features of special architectural historic interest which it possesses, and the role of the building's setting in these regards.

- 6.4.6 The design and layout of the replacement school seeks to consolidate the existing school which occupies the northern part of the site and part of the adjoining Salvatorian Order's Priests accommodation to a more coherent school occupied within two buildings with greater capacity, accommodated within a smaller area due to a conglomerated and increased massing and scale. The existing school buildings are in a general state of disrepair and have been extended in an ad-hoc manner. Their contribution to the local character is therefore very limited. The proposed redevelopment of the site therefore has the potential to significantly improve the character and appearance of the site and the surrounding environment through the provision of new buildings that would be contemporary in design, provide a better layout and configuration and utilise high quality materials.
- 6.4.7 The school has a limited public frontage from the High Road. At present, the front elevation of the school (existing sports hall) is almost aligned with the front elevation of the adjacent Listed Church and projects beyond the adjacent front elevation of the neighbouring dwellinghouse at no. 191 High Road. This siting, in conjunction with the deteriorated external appearance of the sports hall and the narrow and convoluted parking layout provided within the forecourt does not result in a positive relationship with the setting of the Listed Building or appearance within the streetscene.
- 6.4.8 The proposed redevelopment would provide an improved setting to the school with a purpose built (and more functional) car park at the front of the site with the front elevation of the proposed north building (the sports hall) behind, set back some 35m from the front elevation of the adjacent Grade II Church. The set-back would enhance the setting of the Listed Church, in views from High Road (approaching south) and would prevent another building competing with the Listed Building. The proposed northern block would have a reduced width in the part adjacent to the Listed Building to further distinguish and enhance the setting of the Church. To enhance the setting further, the proposed built form adjacent to the Church would feature stone cladding. Subject to a condition, Officers consider that the proposal would have a positive impact on the setting of the adjacent Listed Building and enhance the special architectural historic interest which it possesses.
- 6.4.9 In order to develop an identifiable entrance that is recognisable from the High Road, the proposed activity studio on the first-floor has been pulled out and hangs out from the main building façade. Not only does this provide a visual marker from the entrance approach, but it would also feature glazing to the east and west façade to further animate the entrance area.
- 6.4.10 The north teaching block is three storeys in height and is generally of a similar height as the highest point of the existing buildings roof ridge line. The north teaching block has been set away from the northern boundary by some 3m (whereas the existing building abuts the northern boundary) and a separation distance of 5m is retained to the western boundary. This set-off is favourable in reducing the visual impact of the proposed building block but also serves a functional purpose in providing an access strip for maintenance of the building. As noted above, the proposed northern teaching block would be set-back some

35m from the existing front elevation fronting High Street. The proposed sports hall and studio would be two storeys in height with the northern block increasing to three storeys in height towards the west of the site. In this regard, the proposed northern block would generally follow the existing layout and form of the existing main teaching block that runs through the horizontal east-west axis of the plot at its northernmost point.

- 6.4.11 In contrast to the current building which is only partially three storeys and have various single and two storey additions, the proposed northern block would be consistent in the finished height at two or three storeys. It is acknowledged that the proposed northern block would have a total depth of approximately 96m and in conjunction with the two/three storey finished height, would inevitably give rise to a building of significant scale, particularly in the context of the residential form that adjoins the building to the north. However, there would be increased setting space around the proposed building which at present (in parts) abuts the shared northern boundary. Furthermore, there would be a clear and defined separation from the adjacent Listed Church.
- 6.4.12 Accordingly, the proposed northern building, whilst larger in scale, would not exceed the established existing building height of 3 storeys adjacent to the shared northern boundary. In conjunction with the increased distance and spacing around the northern block, the high quality finish and consolidation of floorspace to minimise further encroachment within the constrained site, it is considered that the proposed northern block would result in clear improvement to the character and appearance of the site in terms of layout, scale and massing.
- 6.4.13 The proposed southern block would have an 'L shaped' building footprint and would be two-storeys in height. It would be located to the south and west of the existing Priests accommodation, where the existing temporary mobile and additional teaching units are currently provided. The proposed southern block, by reason of its siting and scale would appear as a large addition within the school site. However, in order to reduce the visual impact and relative bulk of this element, the proposed block would have would maintain appropriate setting space away from the shared boundaries and adjacent buildings so not to appear dominant. The two storey height would be consistent with the general building height within the site and immediate vicinity.
- 6.4.14 It is acknowledged that the siting of the proposed southern block would result in the loss of some of the existing play area and create the perception of a loss of openness when viewed within the play area. However, the proposal would have a civic approach for pedestrian users through a more defined entrance and movement through the site. The proposed southern block would complement this approach and allow for an increased passive surveillance of the areas by the users of the school and of the additional useable/functional places in close proximity to the building. The site coverage of the buildings and the reconfigured layout would prove a new increase in the available site area for pupils and provide a better pedestrian environment for students and staff. As the proposed south block would only be readily visible from within the school site and the adjacent rear elevations/gardens of the adjoining residential

dwellinghouses, it is considered that the overall visual impact of the newly sited building would be limited. Even so, it is considered that the scale and layout of the building within the context of the school site and surrounding development would ensure that it does not appear unduly dominant.

- 6.4.15 In choosing the above massing, siting and layout of the building, the applicant considered the feasibility of a variety of options as outlined in the Design & Access Statement. However, owing to various site constraints, particularly the need to phase the development and therefore retain some teaching facilities during construction, the need for high quality and sufficiently sized play/recreation areas, and physical constraints of the site, the current scale, siting and layout was chosen. Operational needs and improved internal teaching requirements, needs, efficiencies and educational standards also influenced the layout of the proposed building. Officers are therefore satisfied that the siting, scale and massing of the proposed north and south blocks would be logical and would be consistent with the established and prevailing building height within the site and the surrounding area and would enhance the setting of the adjacent Grade II Listed Church.
- 6.4.16 A brick built substation would be located within the car park and would have a width and depth of 3.5m (square form) with a maximum height of 2.9m. The proposed brick built substation would be sited adjacent to the front of the car park and would be sited some 2.5-3m away from the adjacent pedestrian footpath. The brick built substation would serve the electrical needs of the school. Reasoned justification has been provided with regards to the proposed location of the substation within the front of the site. The proposed location has been largely driven by the requirements of the UK Power Network which require the substations to be located adjacent to a public highway and have 24 hour unimpeded access at all times. This therefore requires the positioning of the substation outside the school secure line. Furthermore, the proposed phasing of the project has ruled out other potential locations within the front of the site. There would be soft landscaping to the front of the proposed brick built substation which would soften its visual impact within the streetscene. Furthermore, it would be finished in stone cladding which would help its assimilation within the streetscene and in particular reflect the materials of the adjacent Grade II Listed Church. Under these circumstances, it is considered that the proposed siting and appearance of the proposed brick substation would be acceptable in this instance and not have a detrimental impact on the character and appearance of the locality and the setting of the Listed Building.
- 6.4.17 The proposed external finish is comprised of a considered pallet of materials to respond to the adjacent Grade II Listed Church whilst simultaneously allowing the building to have its own identity as a school. Two textures of brick (rough and smooth) would be used in addition to stone cladding, which would respond to the materiality of the adjacent Listed Church. Officers consider the proposed materials would respond appropriately to the setting of the Grade II Listed Church and the residential dwellinghouses that adjoin the application site. The proposed elevational treatment and detailing and use of different material types would provide visual interest and articulation to the elevations. The curtain walling in conjunction with the consistent and extensive arrangement and

design of the windows would further serve to break up the expanse of the proposed elevations. Subject to a condition, requiring specific material samples to be submitted to the Local Planning Authority for further consideration, the material approach is considered to be acceptable

- 6.4.18 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.
- 6.4.19 Paragraph 58 of the NPPF states that planning decisions should aim to ensure that developments are visually attractive as a result of, inter alia, appropriate landscaping. London Plan Policy 7.5 Public Realm seeks landscape treatment, street furniture and infrastructure of the highest quality and calls for opportunities for greening to be maximised. Policy DM22 Trees and Landscaping requires landscaping that: is appropriate to the character of the area; is well laid out; achieves a visual setting for buildings; provides sufficient space for planting to grow; and supports biodiversity.
- 6.4.20 The proposed landscape materials have been chosen to match the architectural materials of the new buildings and the existing church. The main entrance plaza will be paved with a buff coloured concrete slab with some ornamental planting. Furthermore, trees will be planted around the car park to complement the existing trees on the road side and between the proposed buildings. The additional tree planting is considered to be favourable given the limited greenery within the application site. It is also proposed to provide a strip of naturalistic planting along the entire southern edge of the site which will create a green backdrop. The Application was referred to the Council's Landscape Architect who has advised that because the site is dominated by hard surfacing, it would be important to provide as many new trees as possible. Where space allows, more boundary tree and shrub planting would need to be required to soften the edges with greenery and to enhance the biodiversity of the area. Conditions are therefore provided for revised landscaping details to be submitted to the Local Planning Authority for further consideration prior to the occupation of the development.
- 6.4.21 The proposed boundary treatments would include a 2.4m high close boarded timber fence delineating the shared northern boundary with the retention of the existing wall along part of the northern, western and southern shared boundaries. Vertical bar railings, brick walls with vertical bar railing and weld mesh fencing would be used within the site. It is considered that the proposed boundary treatments would have an acceptable appearance.

6.5 Residential Amenity

- 6.5.1 Policy 7.6 of The London Plan (2016) 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".

- 6.5.2 The existing main school building is sited adjacent to the northern shared boundary and in parts abuts that boundary. The existing northern flank wall is two and three storeys in height, with the proposed third floor set-in slightly from the northern flank elevation. The visual impact of a building of this height adjacent to the shared northern boundary (primarily impacting the adjoining occupiers along Whitefriars Drive and no. 2 Athelstone Road) is therefore well established.
- 6.5.3. The proposed northern block would have a reduced depth compared to the existing building, but would have a uniform building height of two storeys (for the sports hall and drama studios) and three storeys for the remainder of the building, as a result of the consolidation of the floorspace. The three storey element would have a maximum flat roof height of 12.4m (when measured from the lowest adjacent ground level). In this regard, the proposed maximum flat roof height would be slightly higher than the existing ridge height of the three storey element (as shown in drawing MX0427-HKS-SA-00-DR-A-0012 Revision 2). Furthermore, while the existing building only features a third floor in part of the building and it is generally recessed from the northern flank wall, the proposed north block would be consistent in its height at three storey level. However, the siting of the building would also be revised and would maintain a 3m separation distance to the shared northern boundary (whereas part of the existing building abuts the shared boundary). Additionally, there would be an increased separation distance of approximately 2.5m between the proposed western flank elevation and the shared western boundary.
- 6.5.4 It is acknowledged that the increased height of the proposed north block would inevitably increase the perception of development when viewed from the adjacent rear elevations and garden areas of the adjoining dwellinghouses along Whitefriars Drive (nos. 2 – 24). However, the building would also be sited 3m away from the adjacent north boundary which would reduce the perception and dominance of the proposed north block when viewed from the adjacent rear gardens and elevations of the two-storey semi-detached dwellinghouses that adjoin the site to the north. Furthermore, the existing building is outdated and would be replaced by a new, high quality building which would have a robust material finish. Under the circumstances, it is considered that the proposed marginal increase in height of the replacement building would not have an unduly harmful impact on the visual amenities of the adjacent occupiers along Whitefriars Drive.
- 6.5.5 The northern flank elevation of the proposed north block would be sited approximately 40m away from the adjacent rear elevations of the adjoining properties along Whitefriars Drive. Given the separation distance, it is considered that the proposed north block would not unreasonably harm the

residential amenities of those adjoining occupiers by reason of overshadowing, loss of light or loss of outlook.

- 6.5.6 With regards to the impact of the proposal on the adjoining occupiers at no. 2 Athelstone Road, the existing north block already breaches the 45 degree line when measured on the horizontal plane from the adjacent first-floor rear elevation of that neighbouring dwellinghouse. The proposed north block would be sited a further 2.4m away from the shared western boundary with no. 2 Athelstone Road. Whilst the north block would be marginally increased in height to three storeys in the part adjacent to no. 2 Athelstone Road, it is considered that the resulting impact would not be significantly more harmful beyond the current amenity relationship that exists with the existing building. It is considered that the resulting overshadowing and loss light/outlook impacts would be neutral given the marginal increase in height and the increased set-off from the adjoining western shared boundary with no. 2 Athelstone Road.
- 6.5.7 With regard to the privacy impact of the proposed north block, windows would be located on the northern and western flank elevation. The windows on the first and second floor would feature translucent glass below 1.7m above finished floor level and a clear glass opening above this to enable light to penetrate the classrooms. Consequently, it is considered that there would be no undue harm to the privacy amenities of the adjoining occupiers along Whitefriars Drive or Athelstone Road.
- 6.5.8 The existing playground is relatively open with the exception of a couple of single storey modular teaching units. In this regard, the outlook from the neighbouring residential units along the southern side of Athelstone Road, and the adjoining units of the adjoining Artisan Place development units with south-facing openings would have outlook onto this open view. The introduction of the south block would therefore have a visual impact on these neighbouring occupiers. However, it is important to note that being able to see a building or other structure is not of itself indicative of visual harm, and it is therefore necessary to consider in greater detail the specific relationships that would result between the proposed south block and the nearest affected neighbours.
- 6.5.9 The proposed south block would be two-storeys with a maximum flat roof height of 9.5m. The proposed western elevation would be sited approximately 11m away from the shared boundary with the adjacent property no. 1 Athelstone Road and would project approximately 30m beyond the rear elevation of that adjoining dwellinghouse. However, the need for the redevelopment of the school has been established elsewhere within this report as too the reasoned justification of the proposed layout and design and presented.
- 6.5.10 The Council's Residential Design Guide SPD states that the size and siting of buildings must avoid unreasonable loss of light to, or overshadowing of adjoining buildings or spaces. There is an existing 2.4m high boundary wall to delineate the shared boundary with no. 1 Athelstone Road (to the east of that dwellinghouse) and mesh fencing with an extensive tree cover (where the site adjoins the rear garden). In this context, it is considered that the level of light into and outlook from the rear habitable rooms at ground floor would already be

impacted given the limited rear garden depth, the existing tree cover (which would in all likelihood be retained to preserve the privacy amenity of the host occupiers) and the existing boundary wall. Furthermore, the proposed eastern flank wall of the south block would be sited approximately 11m away from the shared boundary with no. 1 Athelstone Road and the windows in the part adjacent to the school serve the kitchen (at ground floor level) and a bathroom (at first-floor level). Given these site circumstances, it is considered that the siting and scale of the proposed south block would not have a detrimental impact on the residential amenities of the occupiers of no. 1 Athelstone Road such as to warrant refusal of the application in this instance.

- 6.5.11 With regards to the adjoining properties to the south (within the Artisan Place development), the proposed southern elevation of the south block would be sited 11m away from the rear elevation of 'Plot A' (residential building at the northern end of the site with a maximum height of 15m) and some 30m away from the rear boundary with adjoining dwellinghouses/flats that form 'Plot B' (ranging from two to five storeys in height). Given these distances, and as 'Block A' does not feature any openings within the north facing elevation, it is considered that the proposed south block would not have an undue impact on the residential amenities of these adjoining occupiers by reason of overshadowing, loss of light or loss of outlook. The proposed southern elevation of the south block would feature windows at first-floor level which would not be obscured. Whilst it would feature windows on its elevations facing the rear of the adjoining properties (of Plot B), such distances would be sufficient to not give rise to undue loss of privacy or overlooking to the occupiers of those properties or their rear gardens.
- 6.5.12 The proposed south block would be sited adjacent to the existing Salvatorian Order's Priests accommodation. The proposed northern elevation of the south block would be sited approximately 5m from the adjacent south elevation of the Priests accommodation while the proposed eastern elevation would be sited some 15m away from the existing eastern elevation of the Priests accommodation. The flank north/south and west facing elevations of the Priests accommodation feature glazed windows. Floorplans have been provided of the Priests accommodation in addition to a statement about the existing use and level of occupation of that building.
- 6.5.13 The submitted floorplans of the Priests accommodation show that the ground floor is in use by the school for administrative purposes and services for the school. The existing first-floor features bedrooms to the south and west (in the part adjacent to the proposed south block) and a lounge to the northern side. The supporting statement advises that the bedrooms which are sited adjacent to the proposed south block are occupied on a temporary basis by guests of the Priests. The living quarters of the two priests that reside within the building are located towards the eastern part of the accommodation. It is considered that the proposed south block would have a significant impact on the level of light into and outlook from the adjacent southern and western windows of the Priests accommodation (in the part adjacent to the southern block). However, as the rooms are only occupied on a temporary basis and do not form part of a residential unit, they would not be afforded the same level of protection as

windows that serve primary living spaces for residential units. Under these circumstances, it is considered that the resulting loss of light and outlook from the windows adjacent to the proposed south block would be justifiable on this occasion.

- 6.5.14 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 from 565 to 630 (including nursery and ASD). As such some additional noise and disturbance is likely to arise as a result of the intensified use. It is inevitable that the noise impacts will become more acute as pupil numbers rise over the next few 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.
- 6.5.15 The site benefits from an existing use as a school which involves an element of noise generation during the school day, and to a lesser degree, by community events taking place at the school. Whilst the proposed south block result in part of the school being closer to properties adjoining the south of the application site within Artisan Place, it is considered that the teaching facilities within this block and uses on the ground floor would not materially increase the noise generation beyond that which is prevalent on site. The pedestrian access into the school would be through High Road with limited deliveries taking place through the secondary entrance along Athelstone Road. Under these circumstances, it is considered that the intensity of use and noise generation that would arise as a result of the location of the south block and increased number of students would not be of a degree that would be detrimental to neighbouring amenity, beyond that which already exists on site.
- 6.5.16 Further to the above, in terms of general noise generation from school activities or extracurricular activities/community uses, a suitably worded planning condition could ensure that no music or any other amplified sound caused as a result of this permission shall be audible at the boundary of any residential premises in the vicinity of the premises. Accordingly, it is considered that whilst some increase in noise will arise as a result of the development, the additional noise and disturbance is not considered to significantly undermine residential amenity to a detrimental degree, 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.
- 6.5.17 The proposed car parking area would be located in the same area as existing. Whilst the proposal would result in increased pupil numbers, there would be an addition of seven car parking spaces. This is for future staff increases rather than for pupil/parent parking, which is still encouraged, via the School Travel Plan, to take place by alternative methods. As such, it is considered that

significant increases in vehicular traffic to and from the site, which would take place to a detrimental degree to neighbours would not arise.

- 6.5.18 The proposed school buildings are intended primarily for secondary education. However, as per the existing school, 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 play ground by the local community outside of school hours would be supported by Local Plan policy. The application is accompanied by a statement of community use which outlines the school's intentions to carry on as existing in terms of activities and use. The school wishes to continue to offer community access for groups and individuals during and outside of normal school hours. Both the car parking and cycle parking spaces would be made available for community users. The additional facilities for the use of the local community outside of school hours will result in additional vehicular trips and some noise and disturbance to neighbouring occupiers. As such, to reduce this impact, a pre-occupation condition is recommended to be added to the permission restricting the hours of use of the building and the playing fields for community use and to request further details of such activities.
- 6.5.19 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 (logistics plan) has been submitted with the application which provides some detail on 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. The highways officer has requested additional information by way of a site layout plan and HGV routes which can be secured by way of condition. Subject to this being satisfactory, officers consider that the management and mitigation measures submitted would be sufficient to reduce the impacts on the amenities for neighbouring occupiers during the construction phase to acceptable levels.

6.6 Accessibility

- 6.6.1 The London Plan (2016) 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.
- 6.6.2 The car park is proposed to the eastern part of the site. The staff vehicles and the mini-bus would access the site via the existing High Road entrance. Service and delivery vehicles would access the site via the existing western access on Althelstone Road. Students would arrive from the main entrance on the High Road and would follow the supervised secure route into the main school. Emergency vehicles could access the site from either the eastern or western vehicular access points.

6.6.3 All main entrance doors into the teaching blocks will be designed to BS 8300 and be fitted with automatic or powered opening devices. Furthermore, the horizontal circulation, vertical circulation and sanitary provision would comply with the relevant building regulation standards. Each building would feature a platform lift to provide suitable wheelchair access and an interior colour scheme would create a clear and legible internal environment that acts as wayfinding around the facilities. 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 (2016) and policy DM 2 of the Harrow DMP LP (2013).

6.7 Traffic and Parking

6.7.1 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.

6.7.2 Policies 6.3, 6.9, 6.10 and 6.13 of The London Plan (2016) 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 core policy CS1R 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

6.7.3 Having considered the transport and highways implications of the proposal, no objection was raised by the Council's highway officers, subject to the submission of a technical note providing up to date information on trip generation to be presented as part of the addendum, satisfactory construction method statement, sufficient cycle parking provision, and adherence to an updated travel plan as the school expands. The construction method statement could be secured by a suitable planning condition as outlined previously. In terms of cycle parking, it must be provided in accordance with London Plan standards (2016). This requires 122 long stay spaces and 9 short stay spaces. The spaces need to be accessible, sheltered and secure. This would encourage their use in accordance with the aims of the School Travel Plan, and discourage additional vehicular traffic trips to and from the school. Whilst the total number of 115 spaces may appear high, the acceptable form cycle provision could be considered in further detail as part of a condition which has been attached accordingly.

6.7.4 Further to the above, subject to the additional information on trip generation being reviewed and considered acceptable by the highways team and councils travel planner, a condition could ensure that approved details in the School Travel Plan are subsequently updated and thereafter implemented upon first occupation of the school, and revised in line with annual reviews to take account of and mitigate against the increased pupil numbers.

6.7.5 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).

6.8 Development and Flood Risk

6.8.1 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”.

6.8.2 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. The proposed details, including the submitted Flood Risk Assessment and drainage plans, have been referred to the Council’s Drainage Engineers who are satisfied with the proposals, subject to Thames Water consent for connection to the public sewers and a management plan for disposal of ground water during construction phase. Subject to the above details being secured by condition before the development is commenced, the development is considered to fulfil the objectives of the NPPF concerning managed impacts upon flood risk and would satisfy London Plan (2016) policies 5.12, 5.13 and 5.14, policy CS1U of the Harrow Core Strategy and policy DM 10 of The Harrow Development Management Policies Local Plan (2013).

6.9 Biodiversity

6.9.1 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.

6.9.2 A preliminary ecological assessment has been provided with the application. The report recommends that biodiversity enhancement measures should be incorporated into the landscaping scheme to maximise the ecological value of

the site and that appropriate methods should be employed to prevent the spread of *Buddleia davidii*. The Council's Biodiversity Officer broadly agrees with the recommendations and has advised that the planting scheme should not introduce non-native species which could become invasive and has requested conditions to detail ecological enhancements, the management/removal of *Buddleia davidii*. and to ensure the clearance of potential nesting bird habitat is undertaken outside the breeding bird season March and August or if this is not possible for a suitably qualified ecologist to determine if nesting birds are present before any vegetation clearance takes place.

6.9.3 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 (2016) and policies DM 20, 21 and 22 of the Harrow Development Management Policies Local Plan (2013).

6.10 Sustainability and Air Quality

6.10.1 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 5.2B outlines the targets for carbon dioxide emissions reduction in buildings.

6.10.2 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.

6.10.3 The building has been designed utilising passive design measures such as pursuing best practice fabric thermal performance and air permeability. A sustainable design methodology has been followed which concurs with the 'lean, clean, green' approach set out within the London Plan. This includes the use of a highly efficient gas fired boiler plant and lighting design, significantly lower specific fan powers, high efficiency heat recovery system, intelligent lighting controls and Gas Absorption Heat Pumps (GAHP) as the lead heat source. The proposed development would comply with Part L of building regulations to reduce the energy consumption and carbon emissions through the use of passive/active design measures and low/zero carbon technologies as detailed within the submitted Part L compliance report.

6.10.4 In accordance with the Priority Schools Building Programme, the system proposed would generate a building that achieves a BREEAM 'very good' rating and would therefore be consistent with the approach taken for the other schools that have been developed through this programme within the borough. Given

the above, it is considered that overall, the proposal is in accordance with the aforementioned policies for sustainability.

- 6.10.5 In terms of air quality, Environmental Health officers raise no objection subject to an air quality (AQ) assessment and an AQ neutral assessment, including an assessment of dust and other airborne risks from construction. If the AQ neutral requirement is not met, no objection is raised subject to further mitigation being secured by planning condition(s), with the impacts on the AQ neutral assessment calculated so their efficacy can be quantified. At the time of writing this report, the applicant was aware of the need to provide the aforementioned assessments and was in the process of preparing the above documentation. Given the particular circumstances, it is recommended that appropriate planning conditions are included to accommodate the above requirements as necessary. Further conditions have also been included to address the control of dust and emissions during construction and demolition in addition to emissions from all non-road mobile machinery. Subject to conditions, it is considered that the proposal would be acceptable in this regard.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposal represents a significant investment in the education provision in Harrow, providing a high quality education and learning environment for Secondary School boys across Harrow and the wider area. The redevelopment and expansion of the Salvatorian College would noticeably enhance the site as a social and educational hub for the community and the shared use of the school's facilities would ensure that the site will make a positive contribution to the social fabric of the area.
- 7.2 The proposed new teaching blocks would have a positive contribution to the built-fabric of the area replacing buildings which are dated and of limited architectural merit, with buildings that would reinforce the positive aspects of local distinctiveness and make a positive contribution to the character and appearance of the area and the setting of the Grade II Listed Building. Officers consider that the proposed redevelopment would not have an unduly harmful impact on the residential amenities of the adjoining occupiers.
- 7.3 Furthermore, the proposed redevelopment and increase in students' numbers would not have harmful impact upon the transport network and would encourage a transition to more sustainable methods of travel. The proposal would also have a positive environmental impact through better consideration and mitigation of drainage and flood risk on the site, sustainable design and construction, and enhancements in the landscape and biodiversity of the immediate area.
- 7.4 For the reasons considered above and weighing up the Development Plan policies and proposals and other material considerations, this application is recommended for grant.

APPENDIX 1: Conditions and Informatives

Conditions

1 Timing

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 Approved Drawing and Documents

Save where varied by the other planning conditions comprising this planning permission, the development hereby permitted shall be carried out in accordance with the following approved plans and documents: MX0427-HKS-SA-00-DR-A-001 Revision 3, MX0427-HKS-SA-00-DR-A-0002 Revision 2, MX0427-HKS-SA-00-DR-A-0011 Revision 2, MX0427-HKS-SA-00-DR-A-0015 Revision 2, MX0427-HKS-SA-00-DR-A-0016 Revision 2, MX0427-HKS-SS-ZZ-DR-A-2000 Revision 2, MX0427-HKS-SA-GF-DR-A-2001 Revision 5, MX0427-HKS-SA-01-DR-A-2001 Revision 5, MX0427-HKS-SA-02-DR-A-2001 Revision 5, MX0427-HKS-SA-03-DR-A-2001 Revision 4, MX0427-HKS-SA-ZZ-DR-A-2001 Revision 1, MX0427-HKS-SA-ZZ-DR-A-2002 Revision 1, MX0427-HKS-SA-ZZ-DR-A-2003 Revision 1, MX0427-HKS-SA-ZZ-DR-A-2004 Revision 1, MX0427-HKS-SA-ZZ-DR-A-2010 Revision 3, MX0427-HKS-SA-ZZ-DR-A-2011 Revision 3, MX0427-HKS-SA-ZZ-DR-A-2025 Revision 2, MX0427-HKS-SA-ZZ-DR-A-2026 Revision 2, MX0427-HKS-SA-ZZ-DR-A-2027 Revision 2, D2451_L001 Revision C, D2451_L100 Revision B, D2451_L200, D2451_L201, D2451_L300, D2451_L301, D2451_L302, D2451_L400, D2451_L500, D2451_L600, MX0427-PEP-SA-XX-DR-D-1200 Revision P03, MX0427-PEP-SA-XX-DR-D-1201 Revision P02, MX0427-HLP-SA-ZZ-DR-E-9000 Revision P2, MWSC-SJ-02, MWSC-SJ-04, MWSC-SJ-06, MWSC-SJ-07, MX0427-HKS-SA-00-DR-A-0012 Revision 2, MX0427-HKS-SA-00-DR-A-0017 Revision 1, MX0427-HKS-SA-00-DR-A-0020 Revision 1, Planning Statement (MX0427-HKS-SA-ZZ-RP-XX03 Rev. 01 dated 09.01.2017), Design and Access Statement (MX0427-HKS-SA-ZZ-RP-XX04 dated 10.01.2017), Heritage Statement (dated January 2017), Travel Plan (MX0427-HKS-SA-ZZ-RP-XX07 Rev. 02 dated 26.01.2017), Daylight and Sunlight Report (MX0427-HKS-SA-ZZ-RP-XX08 Rev.01 dated 09.01.2017), Surface Water Drainage Design Philosophy (Issue no. P1 dated January 2017), Environmental Noise Assessment (revision 02 dated 04/01/2016), Flood Risk Assessment (dated 19th August 2014), Part L Compliance Report (November 2016), Pre-Development Arboricultural Survey (RT-MME-117448-04 dated August 2014), Preliminary Ecological Assessment (RT-MME-117449-04-01 dated August 2014), Daytime Bat Survey (RT-MME-117449-04-02 dated August 2014), Construction Phase Plan (rev.01 dated 09.01.2017), Part II Ground Investigation Report (dated March 17th 2014), Phase I Geo-Environmental Assessment Report (dated 14th July 2014), Community Lettings Policy (MX0427-HKS-SA-ZZ-RP-XX06 Rev. 01 dated 26.01.2017), Construction

Method Statement

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

3 Materials

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 the Local Planning Authority before the commencement of any works above damp proof course level of the building(s) hereby permitted is carried out.

a: the buildings

b. the ground surfacing

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

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

4 Levels

The development hereby approved shall not commence, until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, have been submitted to the Local Planning Authority in writing for approval. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement in accordance with policy DM 1 and DM 10 of the Harrow Development Management Policies Local Plan (2013). Details are required prior to commencement of development to ensure a satisfactory form of development.

5 Drainage 1

The construction of the buildings hereby approved shall not be commenced until works for the disposal of surface water have been provided on site in accordance with details to be submitted to the Local Planning Authority in writing for approval. The details shall include the following;

- Thames Water consent for connection to the sewers.
- Management plan for disposal of ground water during construction phase

The works shall thereafter be retained in accordance with the approved details.

Reason: To ensure that adequate drainage facilities are provided, reduce and mitigate the effects of flood risk in accordance with the NPPF, London Plan (2016) policies 5.12, 5.13 and 5.14, policy CS1 U of the Harrow Core Strategy

and policies DM 9 and 10 of the Harrow Development Management Policies Local Plan (2013). Details are required prior to commencement of development to ensure a satisfactory form of development.

6 Drainage 2

No impact piling shall take place until a piling method statement has been submitted to the Local Planning Authority in writing for approval. The statement shall detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure and the programme for works. All piling activities on the site shall be undertaken in accordance with the statement so agreed.

Reason: To ensure that sewerage infrastructure is safeguarded from potential damage in the interests of flood risk management and reduction, in accordance with Policy DM 9 of the Development Management Policies Local Plan (2013).

7 Landscaping

The development hereby permitted shall not be occupied until there has been submitted to the Local Planning Authority in writing for approval. A scheme of hard and soft landscape works for the site. Soft landscape works shall include: planting plans, and schedule of plants/trees/shrubs, noting species, plant/tree/shrub sizes and proposed numbers/densities. Hard landscape works shall include: details of materials used and hard standing treatment.

Reason: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM1, DM22 and DM23 of the Harrow Development Management Policies Local Plan (2013).

8 Planting

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.

Reason: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM1 and DM22 of the Harrow Development Management Policies Local Plan (2013).

9 Demolition and Construction Method Statement

Notwithstanding the details submitted, the development shall not commence until a demolition and construction method statement shall be submitted to the

Local Planning Authority in writing for approval prior to any demolition taking place on the site. The Statement shall include, but shall not be limited to:

- i. the parking of vehicles of site operatives and visitors
- ii. the routes to be used by construction traffic
- iii. the number and type of vehicles to be used in the construction of the development
- iv. details of the phasing of work
- v. loading and unloading of plant and materials
- vi. storage of plant and materials used in constructing the development
- vii. measures to control the emission of dust and dirt during construction
- viii. a scheme for recycling/disposing of waste resulting from demolition and construction works

The demolition and construction of the building(s) on site shall be carried out in accordance with the approved Method Statement.

Reason: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network, in accordance with policies DM1 and DM43 of the Council's Development Management Policies Local Plan 2013. Details are required prior to commencement of development to ensure a satisfactory form of development.

10 Travel Plan 1

The use of the development hereby approved shall not be occupied (following the completion of phase 2 of construction) until a revised and updated travel plan has been submitted to the Local Planning Authority in writing for approval. 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 polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Polices Local Plan (2013).

11 Vehicle Crossing

The vehicle access and gate from Athelstone Road shall only be used for deliveries and emergency vehicle access only and for no other purpose.

Reason: To safeguard the amenities of the neighbouring occupier and in the interests of highway safety in accordance with policy 7.6 of The London Plan (2016), policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

12 Cycle Storage

Notwithstanding the details shown on the approved plans, the development hereby approved shall not commence, excluding work of demolition, until details of cycle storage on the site (9 short stay and 122 long stay) have been submitted to the Local Planning Authority in writing for approval. The cycle storage thus approved shall be carried out and implemented in full on site for the sole use of the school in accordance with the approved 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 (2016) and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

13 Biodiversity 1

The development hereby permitted shall not commence above Damp Proof Course level until details depicting the locations for enhancements for wildlife (such as bird boxes and enhancements for insects) have been submitted to the Local Planning Authority in writing for approval. 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).

14 Biodiversity 2

If the development hereby permitted commences during the bird breeding season (March to August) inclusive, trees and buildings in the vicinity of the site shall be examined for nests or signs of breeding birds. Should an active bird's nest be, activities (e.g. tree felling / vegetation clearance / building dismantling / demolition) should cease and an appropriate buffer zone should be established. This buffer zone should be left intact until it has been confirmed that the young have fledged and the nest is no longer in use.

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

15 Biodiversity 3

The development hereby approved shall not commence until a management and removal plan detailing the eradication of *Buddleia davidii* from the site has been submitted to the Local Planning Authority in writing for approval.

Reason: To ensure removal of the invasive plant species and enhance the ecological value of the area in accordance with policies 7.21 and 7.19 of The

London plan (2016) and policies DM 20, 21 and 22 of the Harrow Development Management Policies Local Plan (2013). Details are required prior to commencement of development to ensure a satisfactory form of development. Details are required prior to commencement of development to ensure a satisfactory form of development.

16 Community Use agreement

The use of the development hereby approved shall not commence until a community use agreement and management strategy has been submitted to the Local Planning Authority in writing for approval. The scheme shall include access by non-educational establishments, 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. The development shall not be used at any time other than in strict compliance with the approved community use agreement and management strategy and it shall be kept updated to reflect changing usage of the building/external spaces and shall be made available at any time for inspection upon request by the local planning authority.

Reason: To secure well managed and safe community access to the facilities provided in accordance with policy DM 46 of the Harrow Development Management Policies Local Plan (2013) 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 (2016) and policy DM 1 of the Harrow Development Management Polices Local Plan (2013).

17 Music and Amplified Sound

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 (2016) and policy DM 1 of the Harrow Development Management Polices Local Plan (2013).

18 Sustainability

The development hereby approved shall be carried out in accordance with the proposals for emissions savings that are documented in the approved Part L Report (ref. REP-2601163-08-MV-20161121) dated November 2016.

Reason: To ensure that the development makes appropriate provision for the minimisation of carbon dioxide emissions in accordance with Policy 5.2 of the London Plan (2016).

19 Refuse and Waste

The refuse bins shall be stored at all times, other than on collection days, in the designated refuse storage area.

Reason: To ensure a high standard of amenity for future occupiers of the development and to ensure that the bins do not impede inclusive access within the site, in accordance with Policies DM1 and DM2 of the Development Management Policies Local Plan (2013).

20 Noise

The level of noise emitted from the new building services plant shall be lower than the existing background level by at least 10dB. 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. Following installation but before the new building services plant comes into operation a report demonstrating compliance with the above condition must be submitted to the Local Planning Authority in writing for approval before the plant comes into operation.

Reason: To ensure that the proposed development does not give rise to noise nuisance to neighbouring residents in accordance with policy DM 1 of the Harrow DM 1 of the Harrow Development Management Policies Local Plan 2013.

21 Contamination 1

Notwithstanding the submitted Geo-Environmental Assessment, prior to the construction of the buildings hereby approved, the following details shall be submitted to the Local Planning Authority in writing for approval; (a) 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 investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. 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;

(b) The results of the site investigation and detailed risk assessment referred to in (a) 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.

(c) A verification plan providing details of the data that will be collected in order

to demonstrate that the works set out in the remediation strategy in (b) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Unless otherwise agreed in writing with the local planning authority, the development shall be carried out as approved.

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 others offsite in accordance with policy 5.21 of The London Plan (2016) and policy DM 15 of the Harrow Development Management Policies Local Plan (2013). Details are required prior to commencement of development to ensure a satisfactory form of development.

22 Contamination 2

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 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 Local Planning Authority in writing to be agreed.

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 2016 and Policy DM 15 of the Harrow Development Management Policies Local Plan (2013). Details are required prior to commencement of development to ensure a satisfactory form of development.

23 Air Quality

The development hereby permitted shall not commence until there has been submitted to the Local Planning Authority in writing for approval, a scheme for an air quality assessment and an air quality neutral assessment. If the development hereby permitted does not meet the air quality neutral requirement, details of the impacts on the air quality neutral assessment shall be calculated and provided to the Local Planning Authority so their efficacy can be quantified and proportionate mitigation measures shall be submitted to and approved in writing by The Local Planning Authority, and implemented by the application/developer/owner. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: To ensure that the proposal does not result in adverse air pollution

impacts, in accordance with Policy 5.3 of The London Plan (2016) and the Mayor of London's (2014) Supplementary Planning Guidance: Sustainable Design and Construction. Details are required prior to commencement of development to ensure a satisfactory form of development.

24 Dust and Emissions

Notwithstanding the submitted detail, the development hereby permitted shall not commence until there has been submitted to the Local Planning Authority in writing for approval a demolition and construction management plan that details dust mitigation and all non-road mobile machinery (NRMM) to be used on the development site. The information should directly cross-reference with the BPM & mitigation measures as detailed in the "Control of Dust and Emissions during Construction and Demolition" SPG, GLA, July 2014. All NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIB equipment is not available and should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment.

Reason: To ensure that the proposed development does not give rise to noise nuisance to neighbouring residents or adverse air pollution impacts in accordance with policy 5.3 of the London Plan (2016) and Policy DM1 of the Harrow Development Management Policies Local Plan 2013. Details are required prior to commencement of development to ensure a satisfactory form of development.

Informatives

1 Policies

The following policies are relevant to this decision:

National Planning Policy:

National Planning Policy Framework (2012)

The London Plan (2016):

3.16, 3.18, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.10, 5.12, 5.13, 5.18, 6.3, 6.9, 6.10, 6.13, 6.11, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.8, 7.13, 7.15, 7.19, 7.21

Harrow Core Strategy (2012)

CS1B/Q/R/T/U

Harrow Development Management Policies Local Plan (2013):

Policy DM1, Policy DM2, Policy DM7, Policy DM9, Policy DM10, Policy DM12, Policy DM14, Policy DM20, Policy DM21, Policy DM22, Policy DM23, Policy DM42, Policy DM43, Policy DM44, Policy DM45, Policy DM 46

2 Thames Water

A Groundwater Risk Management Permit from Thames water will be required for discharging groundwater into a public sewer. Any discharge made without a

permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by e-mailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality.

3 Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015. This decision has been reached 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.

4 Compliance with conditions

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.

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a highway. The applicant is liable for any damage caused to any footway, footpath, grass verge, vehicle crossing, carriageway or highway asset. Please report any damage to nrswa@harrow.gov.uk or telephone 020 8424 1884 where assistance with the repair of the damage is available, at the applicants expense. Failure to report any damage could result in a charge being levied against the property.

5 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.

6 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:

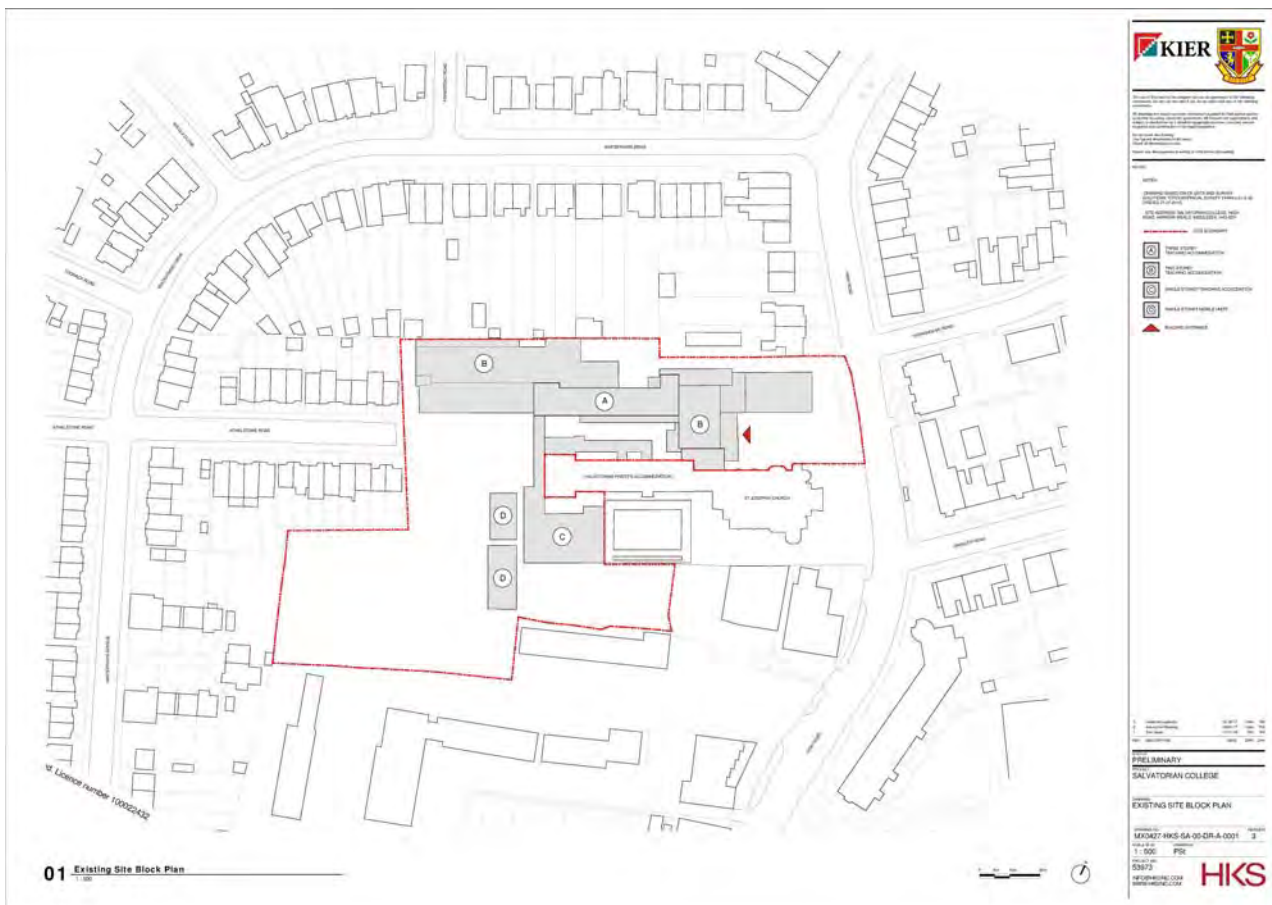
1. work on an existing wall shared with another property;
2. building on the boundary with a neighbouring property;
3. excavating near a neighbouring building,

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

7 Secure by Design

The London Borough of Harrow seeks to encourage Secured by Design accreditation where appropriate. This is a national police initiative that is supported by the Home Office Crime Reduction & Community Safety Unit and the Planning Section of the DCLG. It is designed to encourage the building industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments. It is recommended that the applicant apply for this award. For additional information, please contact the Borough Crime Prevention Design Advisor through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465

APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOGRAPHS





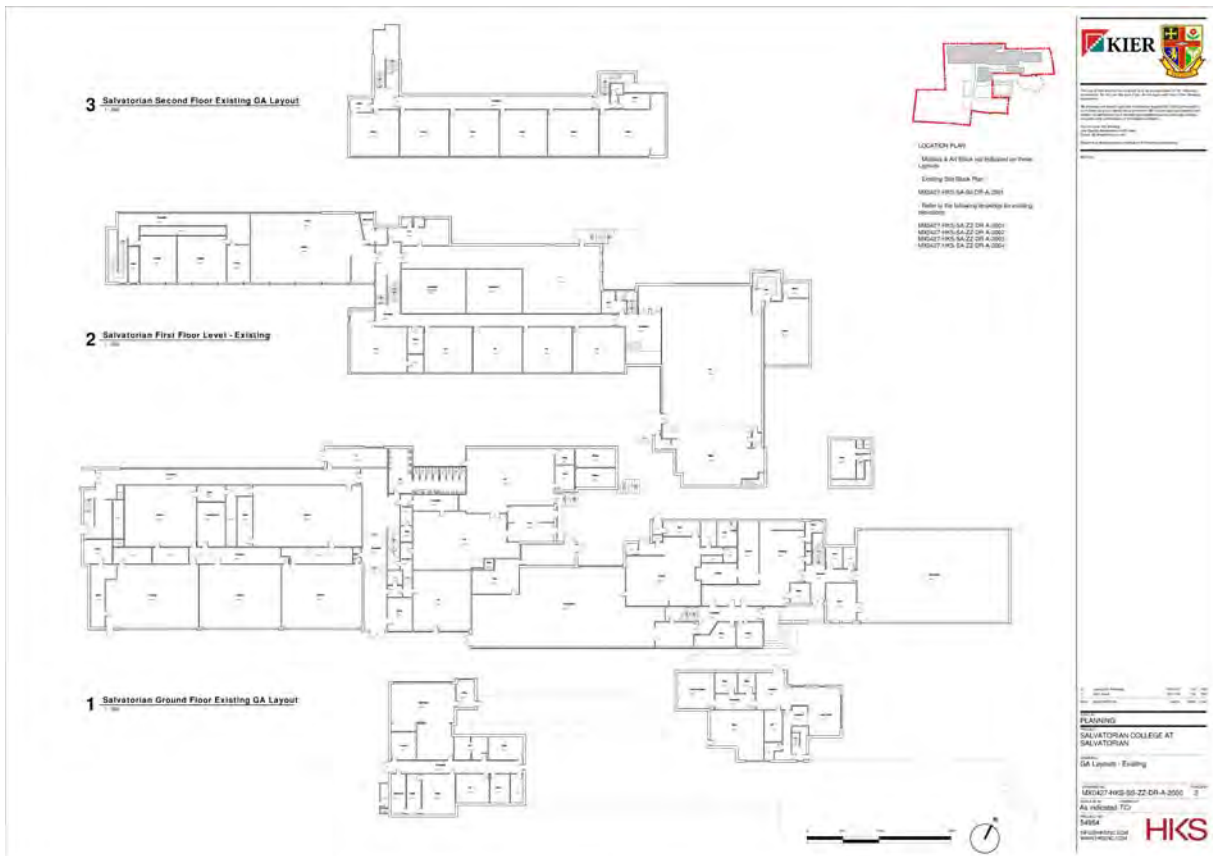








APPENDIX 4: PLANS AND ELEVATIONS





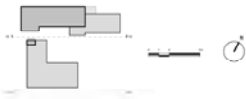




PROPOSED SALVARIS SOUTH EAST WING BLOCK 1.18



PROPOSED SALVARIS SOUTH WEST WING BLOCK 1.19



KIER
 KIER is a leading provider of integrated project delivery solutions for the construction industry. We provide a range of services including project management, construction management, design build and general contracting.

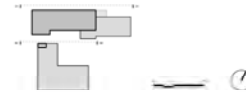
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 Project: Proposed Salvars South Extension
 Date: 2017-03-01
 Drawing No: 17-03-01-01
 Scale: 1:100
 Author: HKS
 Check: HKS



PROPOSED SALVARIS NORTH EAST WING BLOCK 1.18

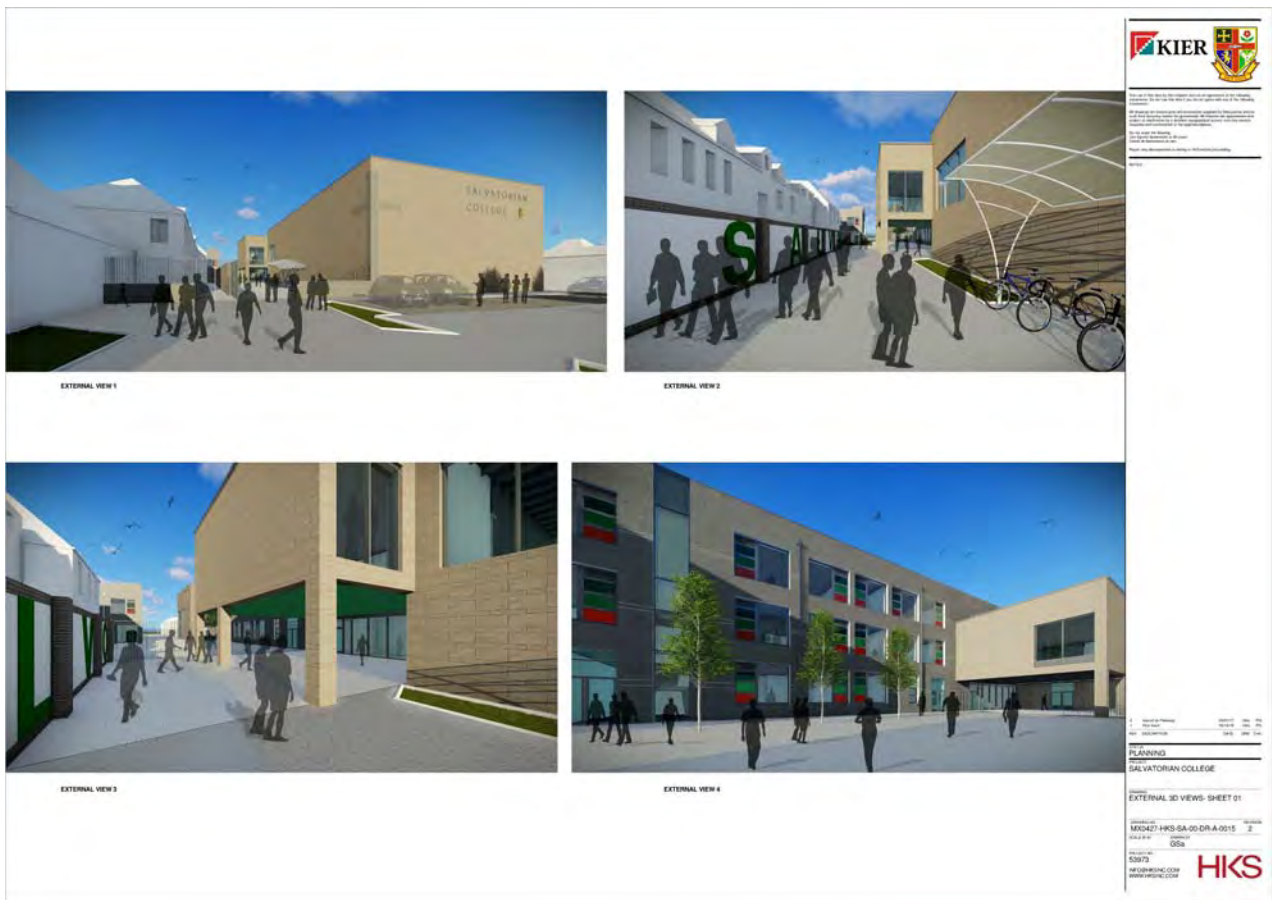


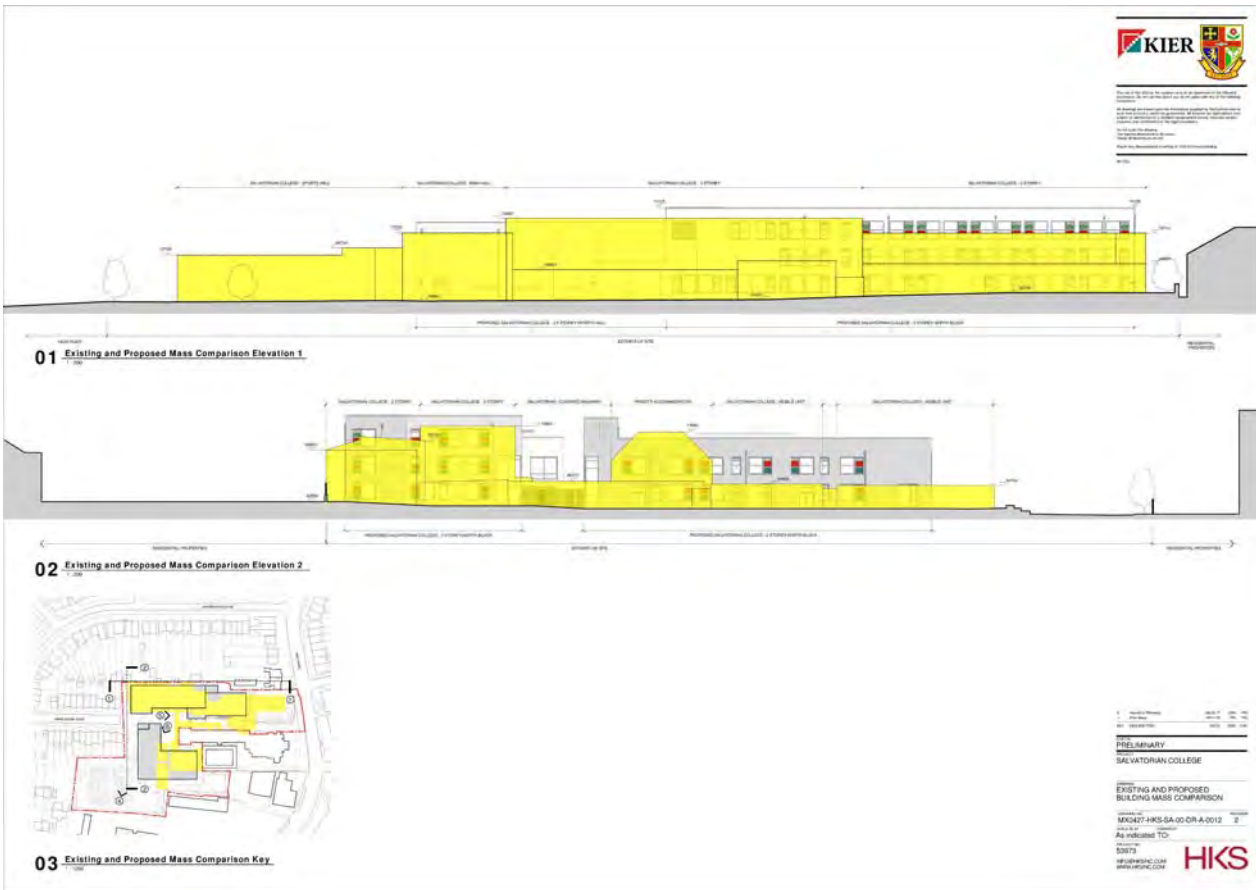
PROPOSED SALVARIS NORTH WEST WING BLOCK 1.19



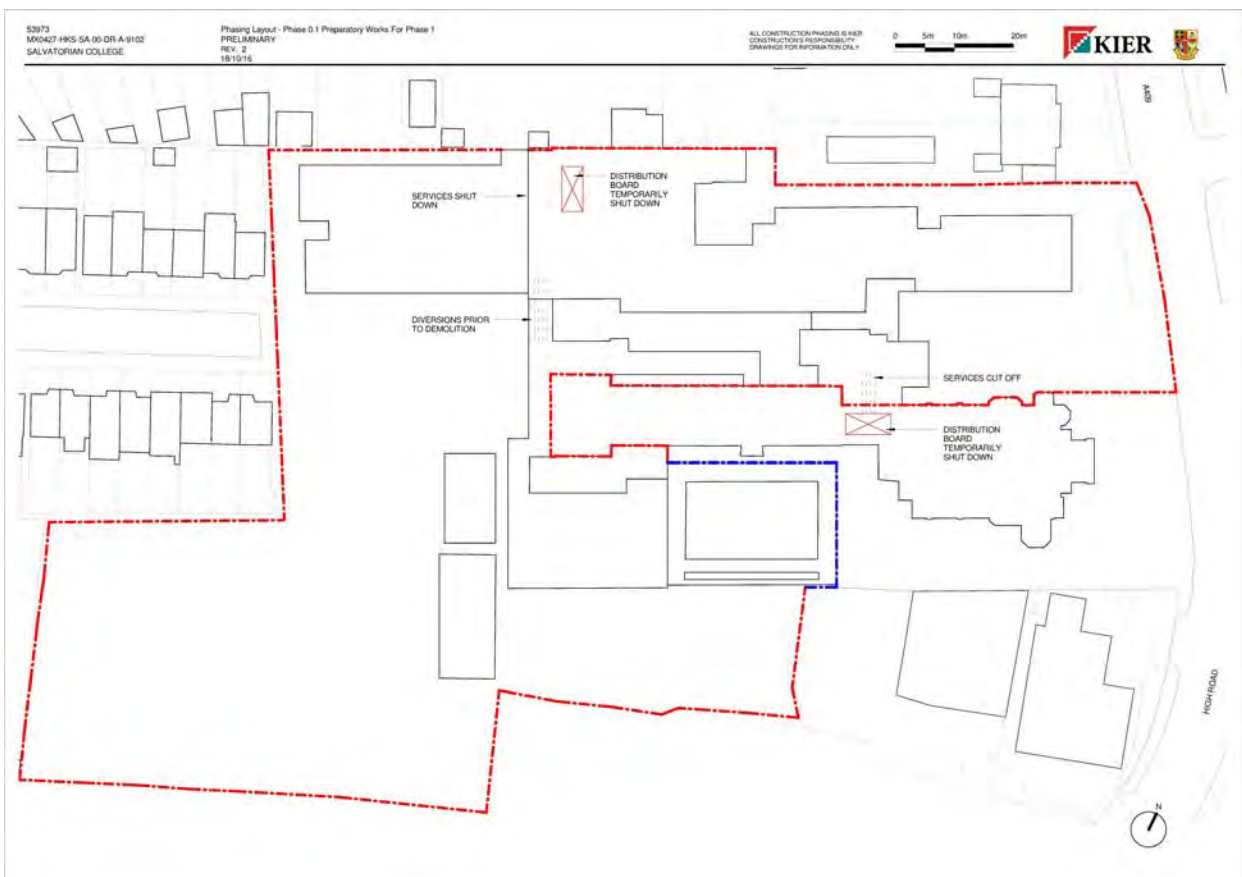
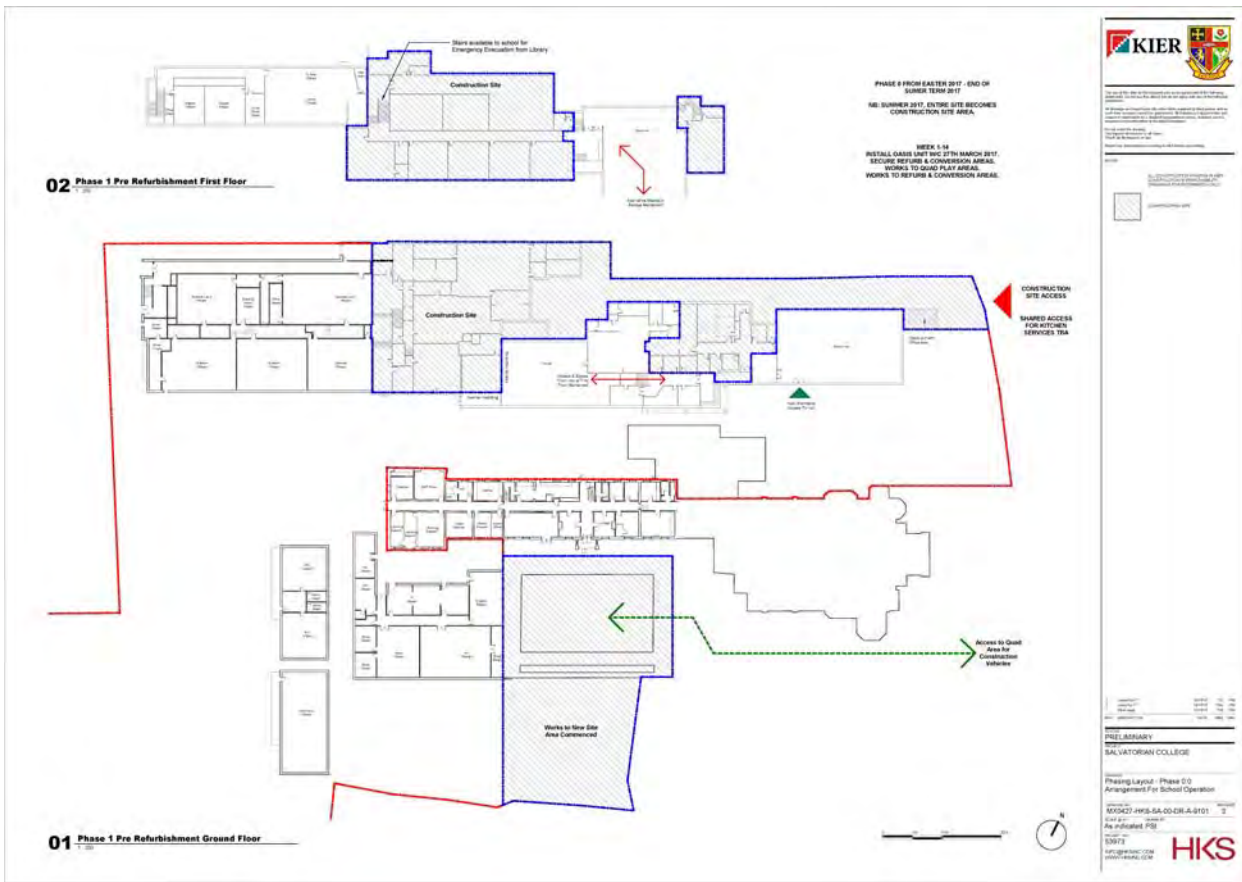
KIER
 KIER is a leading provider of integrated project delivery solutions for the construction industry. We provide a range of services including project management, construction management, design build and general contracting.

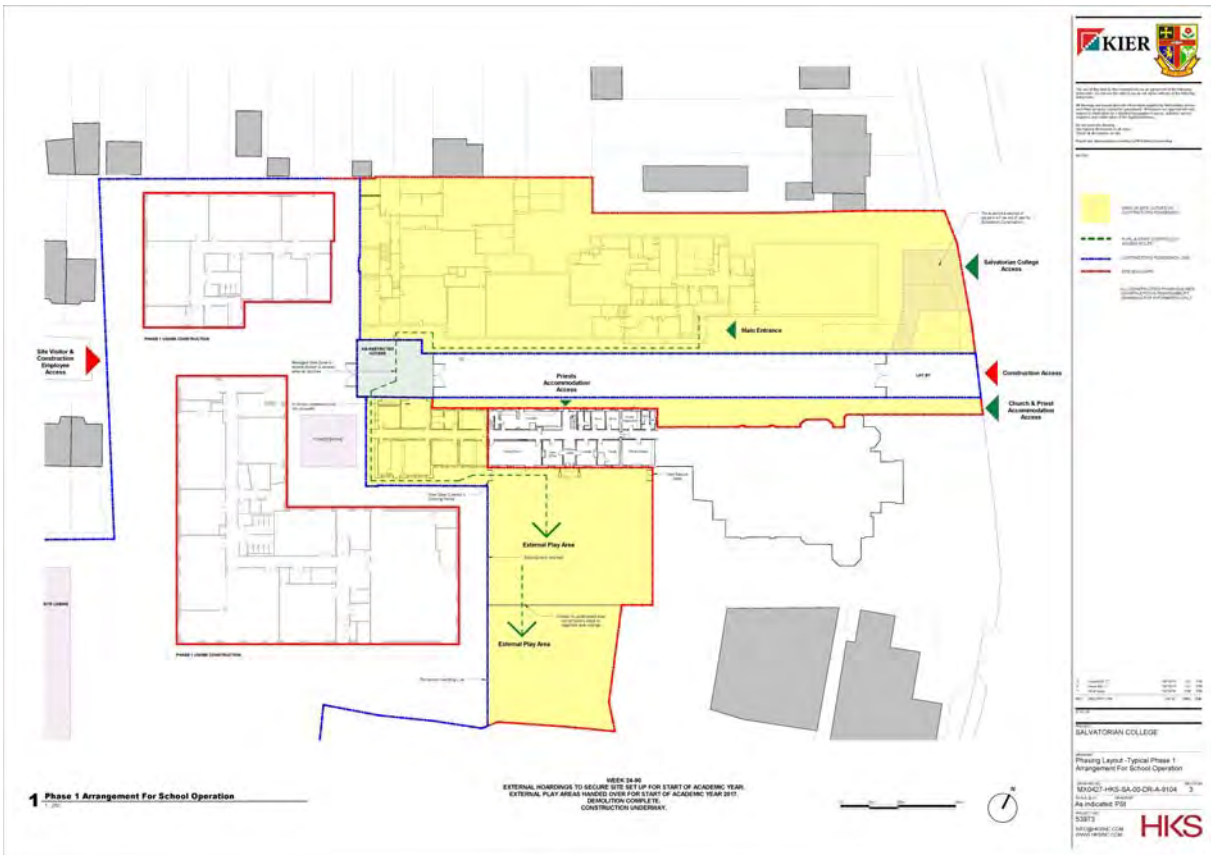
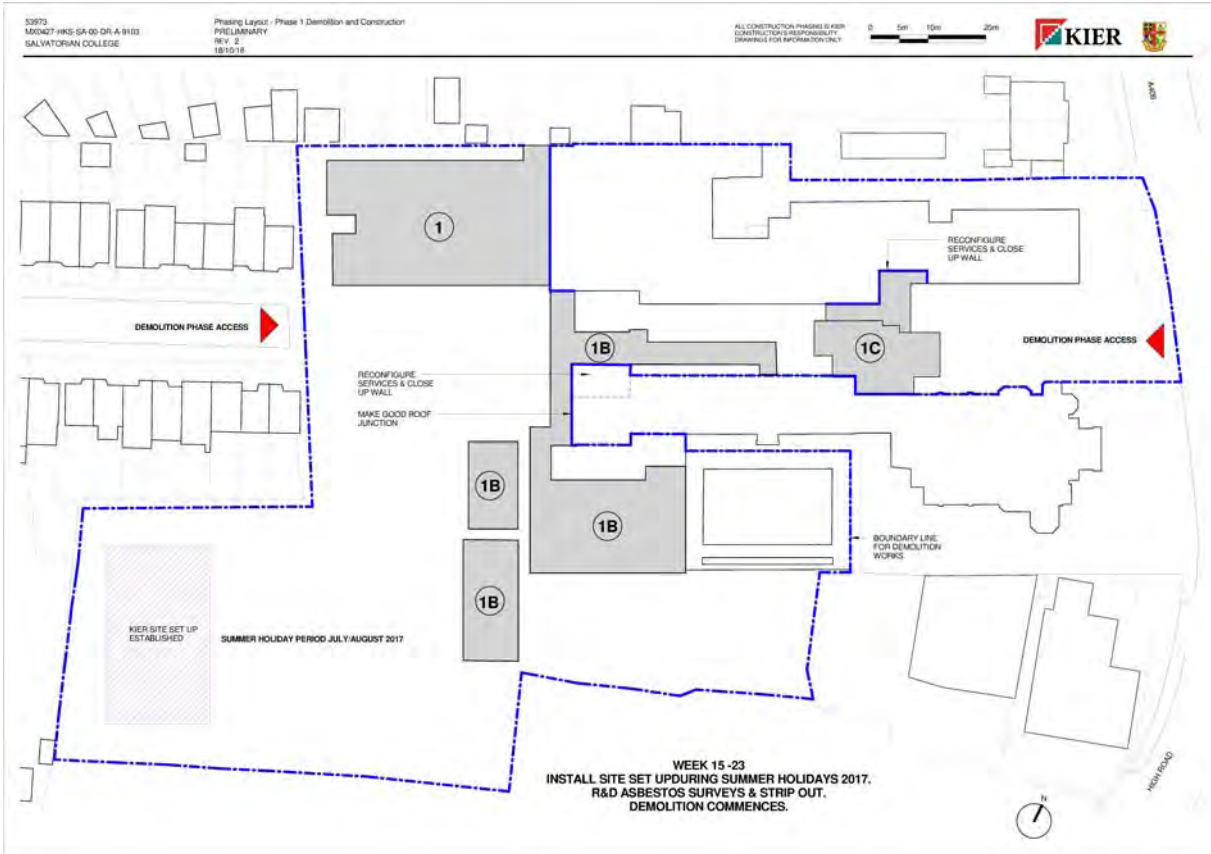
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 Project: Proposed Salvars North Extension
 Date: 2017-03-01
 Drawing No: 17-03-01-02
 Scale: 1:100
 Author: HKS
 Check: HKS

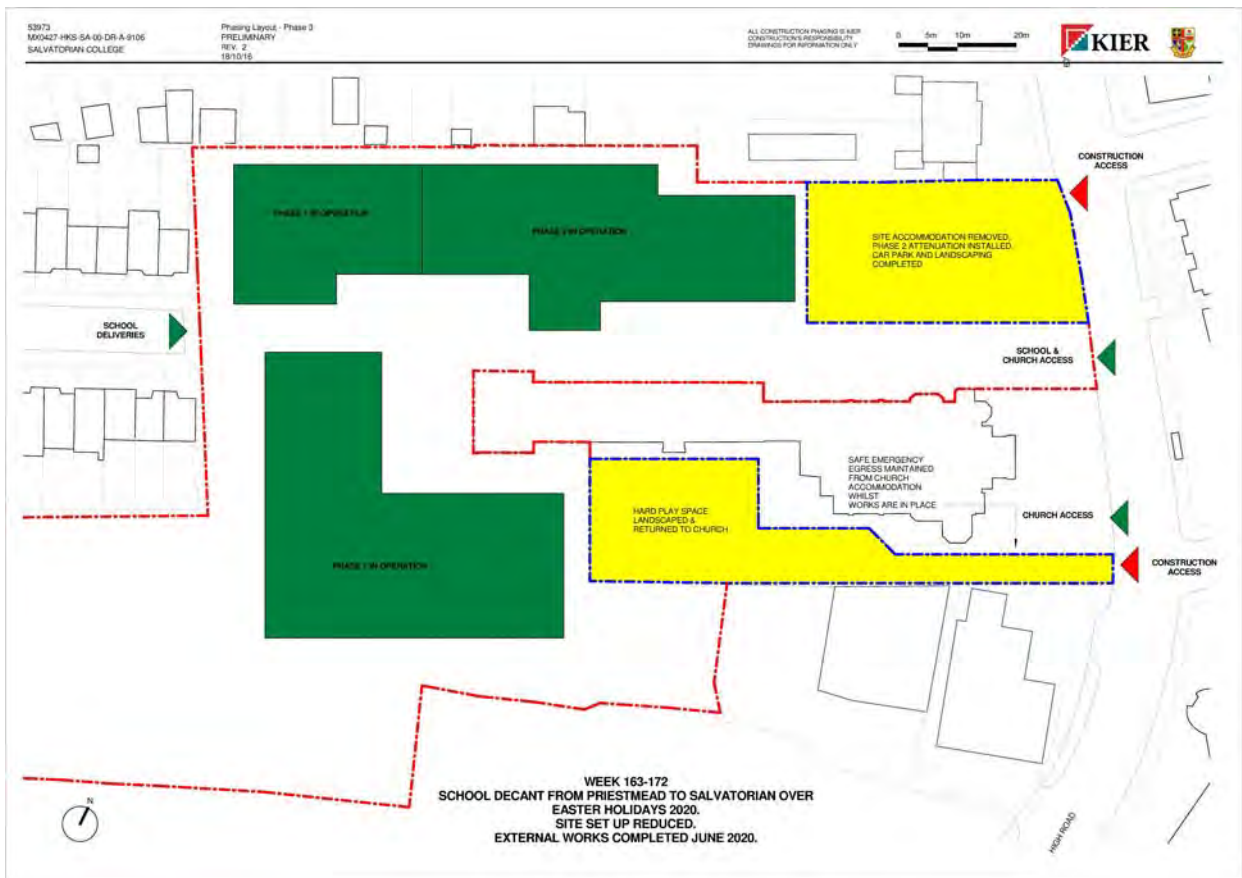
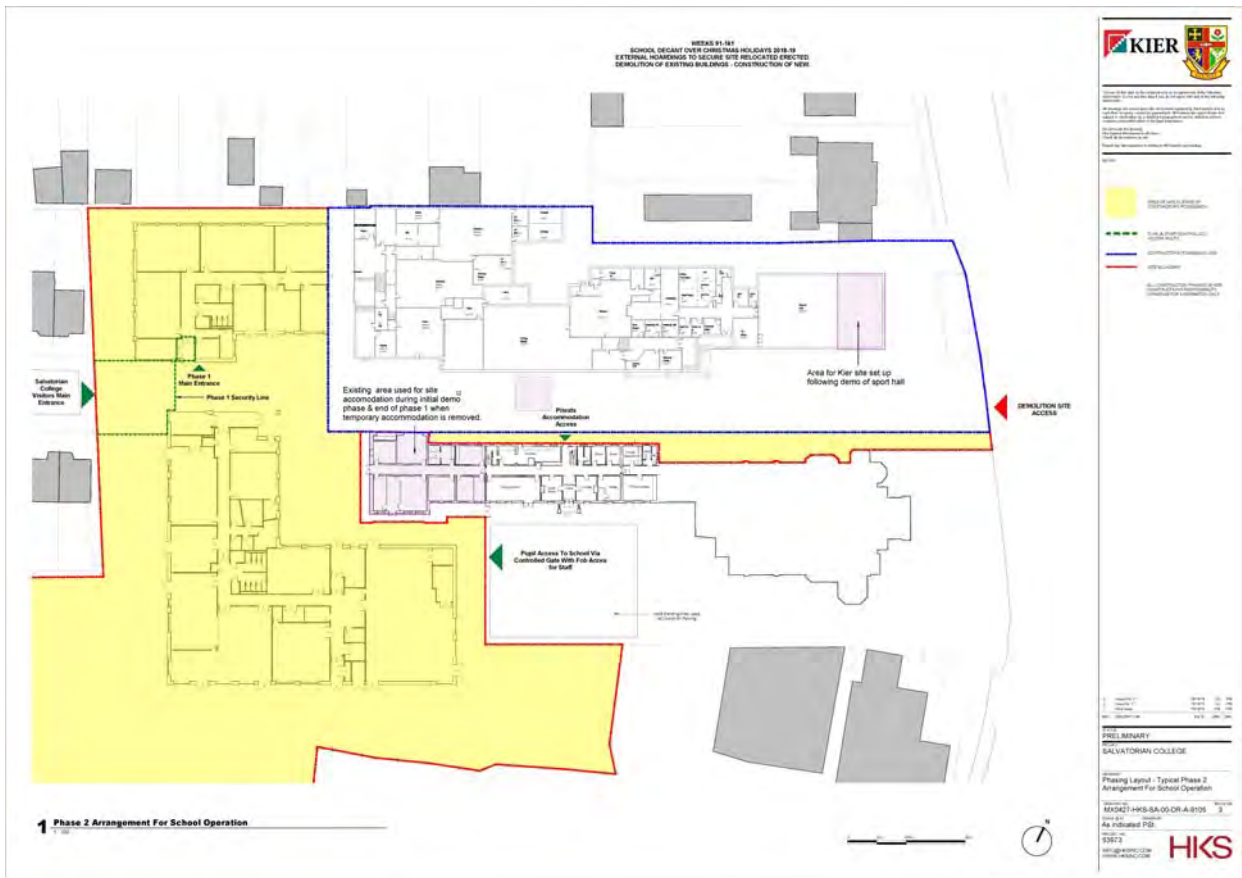




APPENDIX 5: PROPOSED CONSTRUCTION PHASING







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