

# **Planning Committee**

## **ADDENDUM**

**DATE:                      Wednesday 19 June 2013**

**HARROW COUNCIL**

**ADDENDUM**

**PLANNING COMMITTEE**

**DATE : 19 June 2013**

<p><b>1/01</b></p>	<p>Heads of Terms: Add additional Head of term to secure a mechanism for review of the financial viability of the scheme at stage to be agreed by the parties.</p> <p>1 additional letter of objection received, which was also sent to all committee members.</p> <p><u>Summary of Response:</u></p> <ul style="list-style-type: none"> <li>• The change in the number and mix of flats significantly downgrades the internal layout and will have adverse consequences for people living in the building</li> <li>• 45% of flats not meeting current standards in unacceptable</li> <li>• Light assessment shows several flats on first and second floors, overshadowed by Mews development, have barely acceptable levels of light</li> <li>• Two of the three staircase on the original plans no longer reach top three floors</li> <li>• Mews blocks have been dropped a storey following removal of swimming pool, which may impact the amenity of the Mews; unclear whether the Mews will be double aspect as approved</li> <li>• Internal changes consequent on a 23% increase in the number of flats are a retrograde step</li> <li>• Concern at £2 million affordable housing contribution being waived; consider the provision of rental housing will be poor compensation for loss of affordable housing.</li> <li>• It is by no means clear that this development will make a meaningful contribution to our vision for Harrow. Indeed in its present form it could positively detract from it and there is a risk that the plans could stall as they did last time.</li> <li>• We believe that the only risk involved in refusing this proposal is that the site may be left as it is for longer, perhaps until the economy improves and an opportunity more favourable to Harrows housing needs comes forward. In our view this would be a risk worth taking. We hope the Planning Committee will give this decision very serious consideration</li> </ul> <p><u>Officer response:</u></p> <ul style="list-style-type: none"> <li>• Comments on internal layout, and in particular overall flats sizes are addressed on p. 14 of the officers report.</li> <li>• The light assessment concludes that the design of the proposed development ensures that good levels of daylight will be achieved within the proposed development. The design of the openings within the proposed building generally exceed the requirements set out in the BRE Guide, which is broadly accepted as being the relevant standards applicable to daylight. In the light of the</li> </ul>
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- The removal of the previously approved staircase on each end of the top three floors has been discussed with Building Control Officers and the revised arrangements are considered to be acceptable in terms of the Building Regulations
- The Mews flats would be double aspect as approved and would achieve adequate daylight to habitable rooms, (consistent with the approved scheme).
- The removal of the obligation within the s.106 agreement for an affordable housing contribution the outstanding £2,064,960 is addressed on p. 17 of the officers report.

Concern has been raised regarding the potential pollution risks given the proximity of the Highway. Discussion with Environmental Health suggests that it would be appropriate to add a condition requiring the submission of an air quality assessment, in order that any potential impacts may be addressed and mitigated.

**ADD condition 20:**

The development hereby permitted shall not be occupied until an air quality assessment has been submitted to the local planning authority and approved in writing. This assessment will details the measured that will be implemented in order to mitigate any air quality impacts to the first floor residential accommodation that may arise form the proximity to the highway.

REASON: To ensure the amenities of future residential are not adversely affected in accordance with policy 1 of the emerging development Management Policies DPD 2013.

1/02

**NEIGHBOUR NOTIFICATION UPDATE**

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Since the committee report was produced, the final numbers of neighbour responses to the application are outlined as follows:

Sent: 399

Objections: 386 including two petitions of objection, one with 176 signatures and one with 36 signatures

Support: 1365 including one petition with 1328 signatures. The 1328 signatures are comprised of a petition containing 1125 signatures submitted to the LPA on the 30<sup>th</sup> May 2013 and a further petition submitted to the LPA on the 19<sup>th</sup> June 2013.

10 additional site notices                      Expiry: 17<sup>th</sup> June 2013

Major Development

Departure from Development Plan

**Petition**

The Local Planning Authority has received a further 203 signature petition on 19<sup>th</sup> June 2013. This is in addition to the previous petition of support submitted containing 1125 signatures.

The additional signatures are accompanied by a further supporting statement outlined as follows:

*“The attached 203 signatures are additional to the 1125 we have already submitted – totalling 1328 signatures in support of the proposed plan (option 3). I would like to add that this includes signatures from direct neighbours to the school in Dorchester Avenue and Blenheim Road demonstrating there is in fact support from those closest to the school. All our signatures are from Harrow residents and employees.*

*The school intake has now permanently increased from 60 to 90 pupils a year. As it is, the current school building is not fit for purpose, and by September 2014 it will fail to accommodate this increase without temporary classrooms.*

*We feel that the proposed scheme offers the best possible outcome for children, as it will give them a wonderful learning space and will provide a more secure environment by placing the reception at the front of the school, maximising the safety of our children.*

*We fear any further delay in the planning or building of this scheme will result in unnecessary disruption to our children’s education.*

*Please consider who will suffer as a result of any further delay.*

*Residents?*

*Parents?*

*Teachers?*

*Staff?*

*Local businesses*

*In their own “small way”, maybe*

*But, the real victims will be the children...*

*We urge you to pass the proposed plan, option 3 when they come before the planning committee and to ensure that there is no delay in the release of funding, so that this vital building work can start as soon as possible.”*

The review of the proposed site configuration for Vaughan Primary School expansion is appended to this addendum. This document was placed on the Council web page on 3<sup>rd</sup> June 2013 and residents were consulted on the additional information. The Local Planning Authority has received a total of 91 additional comments following the additional consultation. Additional comments submitted on the proposed options are summarised as follows:

**Option 1 – build on existing footprint**

- Option1 meets the Council’s requirements to accommodate the desired number of children, it provides a new school for the pupils and it meets the prime safety requirements by having the reception within site of the front gate.
- Option1 would meet all planning policies and legislation as it does not build on the floodplain and it does not build on open space, it would not be considered overdevelopment and would fit in better with the surrounding buildings.
- Option 1 is acceptable to all parties.
- It is extremely disappointing that the applicants are dismissing the option for what seems to be some very short term issues when there are more far reaching longer term implications for the local residents.
- It is considered that the layout of option1 will be very similar to the current proposal with improved security and the shared facilities between the two teaching blocks.

- It is considered that criteria 1 is debatable and a subjective assertion.
- In response to criteria 2, I consider that this will only be for a short period of time and would be there regardless.
- In response to criteria 3, no one knows how many playgrounds will be made available if option 3 is chosen as flood alleviation has to be put in before any building work commences and plans have not yet been drawn up for this. The permanent solution is the cage under the MUGA so the existing playground may well be lost for option 3 also.
- Split playtimes for infants and junior will also happen with options 2 and 3.
- Option 1 requires temporary accommodation, including attenuation, ramps and paths – The school currently suffers from leaking roofs, asbestos issues, rotting doors, poor heating and infestations of mice, it is surely better to get the children educated in well lit, properly ventilated clean, temporary classrooms as soon as possible.
- Temporary accommodation is inevitable and is a precursor to all building projects and this must be a compromise. Temporary accommodation would happen in any of the three options.
- In response to criteria 4– There are still school gates which are kept closed and the school office will be near the entrance. The noise of deliveries will be the same as now and no one has ever highlighted this as an issue before.
- How will the security of the children be any different when they are near to allotments and railway lines – at least with option 1 children will be nearer to school buildings and near the main reception and administration building.
- In response to criteria 5 – The document submitted with the planning application titled “Management of Construction on a Live Site” will still apply to option 1. Amongst other factors, this document seeks to ensure that there is minimal disruption to the schools teaching and other processes and that security levels are maintained through the construction to ensure the safety of staff and pupils.
- In response to criteria 6, this is considered to be short term and manageable.
- In response to criteria 7, it is considered that this can be arranged.
- In response to criteria 8 regarding split community use, this is the same as the existing situation.
- Secure by design certification is not a must have – in option 1, the school will still meet many of the requirements of the guidance notes. For instance, they will have the administration block in view of the entrance and they are boarded on 3 sides by residential gardens.
- It is accepted that option1 will not provide the perfect school but neither does option 3 and it has to be understood that this is a far from perfect site. The Council need to work with and have some consideration for the residents.
- Costs are not a planning issue. If funds are not available then this should be raised with the government. Rather than taking shortcuts which will negatively impact on the surrounding neighbourhood.
- The objections to option 1 are not planning matters.
- The scoring matrix has not considered the need for pumps and tanks as this will not be needed in option 1.

#### **Option 2 – new build to the south**

- The addition of a linking corridor is a good idea as it breaks up hard and soft play areas – children can be segregated into groups fro assembly.
- Criteria 5 with regard to overlooking issues with neighbours – this is a subjective statement. However option 3 is far worse because the buildings are right next to the fences

- Criteria 6 - this could be said of all options.
- Criteria 7 – this is inevitable on all of the options. Option 3 would be worse as all areas are being built on.
- Criteria 8- This is considered to be a subjective statement.
- Criteria 9 – Although the school are not supportive the residents are supportive of this option and option 1.
- Criteria 10 – It is considered that this proposal would not have a greater impact on the environment and surrounding habitat.

### **Option 3 – new build to the north**

#### **Support:**

- We strongly support option3 – it is the option that is the most practical, logistically best for teaching and best in terms of security.
- Option 3 represents the most advantageous long terms solution for facilitating excellent educational provision for the current children of Vaughan school and for future generations.
- Option 3 will make this valued school and decaying building fit for purpose.
- Option 3 will have the least impact on children’s education.
- To prolong the decision will badly affect the school and children.
- Options 1 and 2 do not provide the answers to the current problems the school is facing and the Children’s education will suffer if they are pursued.
- Option 3 is the best solution in both the short and long term – surely it is the Council’s prerogative to provide the best education facilities possible to the children of Vaughan. Too much time and money has been spent already proving what has been known all along.
- Option 3 is the best solution as it would seem that any other option would be much worse for the children or for the neighbouring houses as the build would take longer and would not be as safe.
- The vast majority of parents at Vaughan School as well as local residents support this proposal.
- Option 3 will be of greatest benefit and least disruption to the school community. The benefit to a large number of children must be weighed up against the impact on a small number of houses.
- Option 3 is a well designed proposal as the current layout is so impractical in terms of communal areas and security. It is the only viable option, given the restrictions on the site and will be a significant benefit to the wider community.

#### **Objections:**

- You do not have a right to support an option that will affect those closest to the school forever. This option will only serve as a short term solution benefiting children and parents, who in the large majority do not live in the streets immediately affected by this development.
- Option 3 of the revised planning document shows no significant differences from the original plans.
- Option 3 will affect more neighbours from overlooking and disruption than option 2.
- Option 3 will deprive the children of the playing field.
- Option 3 places new car parking near to residential gardens and the exhaust fumes of cars will be highly detrimental to the residential amenities of the neighbouring properties.
- Criteria 1 – There is no noise or airborne pollution from the mechanics garage. No tests have been done, other than by some residents, who claim it is in the low decibel range
- Criteria 2 – children should be reading books, writing at their desks and developing

- Criteria 3 – This is closely met with option 1.
- Criteria 4 – This is also the case for options 1 and 2.
- Criteria 5 – With regard to overlooking, this affects numerous neighbours – the first six houses in Dorchester Avenue and more than twenty houses near Blenheim Road will be affected.
- Criteria 6 – Straightforward and safer construction is also considered to be the same for option 2.
- Criteria 7 – Option 1 would also achieve the same outcome as option 3
- Criteria 8 – The development of option 3 is not the agreed building footprint
- Criteria 9 - The residents do not support this design as the school buildings, hard and soft areas and car parking spaces are so cramped. There isn't much space or daylight between the residents and the school. If the school is built bigger than the agreed footprint and it is two storeys high for the residents there will be no light and rest bite from this eyesore of concrete structure and the planned trees and shrubbery.
- Criteria 10 – Tree roots and shrubbery will affect both the school and the resident's properties because of their growth.
- Criteria 11 – Temporary accommodation is inevitable even when good planning takes place.
- Option 3 looks more professional due to the plans provided against the other two options which have been presented in a plain and unattractive fashion.
- There will be less parking for teachers/visitors than there is at the moment which will cause problems in the surrounding roads.
- There will be a loss of 4 parking spaces and there is no capacity for on street parking to accommodate the extra numbers as on one side of the school is a CPZ and the other side, residents parking which is already heavily used.
- The local roads have no capacity for cycle lanes and the roads are bikeability 2 status which is aimed at 10 to 11 year olds.
- Highway safety – The council say they will encourage cycling to the school by providing more cycle racks but the school's own policy is not to encourage cycling.
- Overdevelopment.
- Building on the flood plain is unacceptable. The provision of a school in a floodplain is contradictory to the NPPF.
- Unacceptable impact on the character of the neighbourhood.
- Increased noise to neighbouring residents.
- Loss of light and overshadowing to neighbouring properties.
- The loss of view from neighbouring properties would be unacceptable.
- There will be a loss of open space which goes against the Council's own policies.
- Increase in noise and disturbance to neighbouring residents.
- The proposed building would be 8.9 metres high which will be 0.7 metres higher than the neighbouring properties and the proposal will be out of character with the area.
- The development would rely on a pumped surface water system which is the least sustainable solution.
- The discharge of the planning conditions will need to ensure the works are inspected for compliance by the Agencies on completion and that appropriate maintenance, testing and review process is introduced to ensure this is no increase in risk of flooding to the surrounding residents.
- There are concerns in relation to the authenticity and relevance of the signatures contained within the petition of support. Many of the addresses for the "petition for the building" come from outside the school area and outside Harrow.

- There should be more tree planting so that the people living at the Gardens do not see the school and the concrete paths.

### **Scoring Matrix**

- Point 1 – It is clear option 1 is the best and option 2 is close as school children will be close their classrooms
- Point 3 – Option 1 requires temporary accommodation. We have not seen the activity and duration times. This temporary accommodation will be only for a short period of time.
- Point 4 – Options 1 and 2 are favourable. Daylight will be streamed in from the east and west of the building – this cannot be the case for option 3 when two or three blocks will be sitting in a row.
- Point 5 - It is clear that options 1 and 3 would be the most effective but option 3 is discounted.
- Point 6 - The BREAM standard is of no importance and is largely disregarded.
- Point 7 – Option 1 is the best and then option 2. Although trees do not have to be planted. The trees are seen as a hindrance as further unauthorised buildings might be shielded
- Point 8 - This is not clear as options 1, 2 and 3 are all at the northern part of the site, situated next to the mechanical garage and all deliveries would go to the administration area.
- Point 9 – Construction noise will not be continuous.
- Point 10 - This is not an issue as a site cabin would be available which will be secured by site managers.
- Point 11 - Space for temporary car parking could be found in either option 1 or 2.
- Point 12 – The school is currently in the same position as option 1 so how has it currently got secured by design status.
- Point 15 – In options 1 and 2 the buildings will be located more than 25 metres away but in option 3 the buildings are so near to the residents – up to their back fences.
- Point 16 - It is not considered that the cost for option 1 is accurate as option 1 has the least damage to the floodplain. However, option 3 has the greatest risk to the floodplain and requires unproven flood pumps.
- Point 17 – options 1 and 2 are the best.
- Point 18 – Options 1 and 2 are the best
- Point 19 – options 1 and 2 are the best.
- Point 20 – option 1 is the best.

### **Other Comments**

- Vaughan school was asked by residents to engage with them for visitation rights to the school. The school failed to acknowledge this and nothing was forthcoming.
- The additional registration of school places will give the school additional funding.
- What will happen if the number of school children increases over the next five years. In order to meet the demand for school places many houses will be compulsory purchased at a low price.
- No contingency fund has been set up to compensate residents' for the loss in their house values.
- Why can't Vaughan school amalgamate with other schools in Harrow and share their resources and classroom space. This would be a more cost-effective exercise and is not uncommon.
- The petition submitted from the school containing 1,125 signatures contains names from people as far as Hackney, Wembley, Watford and Ruislip, Northwood, Pinner.

- Anybody who is faced with the prospect of an obtrusive building at the bottom of their garden, a major road, or a high speed rail line, a new flight path over their heads would feel the right to protest.
- There are a number of errors submitted in the report of the planning committee, including over 70 instances of officers or other parties 'considering' something is appropriate. It should be noted that all of this is opinion, and in most cases is an opinion offered by the applicant with no substance of fact.

The comments received in respect of the additional updated respond to matters raised on the various options for development of Vaughan Primary School, are provided for the benefit members of the planning committee. Options 1 and 2 are not currently before the Local Planning Authority and as such the planning merits of these options have not been assessed or considered. With regard to option 3, the subject of the current application, it is considered that the majority of issues and concerns raised above have already been addressed through the report to the planning committee. However, other issues of concerns are outlined below.

#### Car parking

Representations have been raised which suggest a loss of 4 parking spaces on the site. In response to this, officers would like to clarify that whilst they recognise that there are currently 34 marked spaces on the application site, only 27 spaces have been included in the assessment as the remaining spaces are non-compliant, even though they are defined by painted lines. As such, in terms of formal, compliant parking spaces there would be an increase on the site. Post development the proposed 35 "formal" spaces may be supplemented by the further informal use once again.

#### CPZ

With regard to the CPZ, a request for clarification in respect of the controlled parking in the locality of the school was made. The controls comprise:

- Pay and display bays on the north side of Blenheim Road
- Double yellow lines around the junctions of The Gardens and Blenheim Road, in the vicinity of the school access.
- Keep clear markings in the immediate vicinity of the school entrance on the west side of The Gardens and South Side of Blenheim road.
- Residents only parking pays on the east and west sides of the gardens beyond the keep clear and double yellow lines
- Single yellow lines (8 – 6.30pm on the south side of Blenheim road, up to the junction with Dorchester Ave
- Double yellow lines around the junction of Dorchester Ave, Blenheim Road

The officer's assessment of parking effects arising from the proposals, and contained in the report remains unchanged.

### **AMENDED CONDITIONS**

#### Condition 2 (Page 74)

Existing Plans:

1413-LO-01; 1413-00-ST-01; 1413-00-ST-02; 1413-00-ST-03 Rev A;  
1413-00-GD-02; 1413-00-GD-03; 1413-00-GD-04; 1413-00-01-04; 1413-00-EL-01;

1413-00-EL-02; 1413-00-EL-03

Proposed Plans:

1413-20-ST-01 Rev B; 1413-20-GD-01 Rev A; 1413-20-GD-02 Rev A; 1413-20-01-01; 1413-24-RF-01 Rev A; 1413-24-RF-02 Rev A; 1413-30-EL-01 Rev A; 1413-30-EL-02 Rev A; 1413-30-EL-03 Rev A; 1413-30-ST-01 Rev A; 1413-30-SE-01 Rev A; 1413-30-SE-02 Rev A; 1413-PP-01 Rev A; 1413-PP-02 Rev A; 1413-PP-03 Rev

A; 1413-PP-04; 3662/P01 Rev A; 3662/P02 Rev A; 3662/P03 Rev A; 3662/SK07

Supporting Documents:

Flood Risk Assessment Ref: JRC/582035/VAUG/JRC Rev 5, dated 15<sup>th</sup> March 2013; Design and Access Statement Rev D; Vaughan School – Schedule of Materials; Daylight and Sunlight Report Rev A by Daniel Armstrong Associates, (Revised 29 January 2012); Vaughan Primary School – Management of Construction on a Live Site;

Breem Pre-Assessment Tracker and Action List Ref: CTN/7132100/CTN Rev 02, dated

17 September 2012; Vaughan Primary School Site Study, by LOM Architecture and Design (September 2012); Ecological Assessment by MLM Environmental - Ref : DMB/723865/R14/GH Rev 0, dated 24 August 2012; Arboricultural Impact

Assessment

at Vaughan Primary School, Harrow by A.T. Coombes Associates, dated 23 August 2012; Vaughan Nursery Primary School Travel Plan; Vaughan School Lettings Policy titled: Hiring of School; School Activity Noise 12/2392/M02; School Activity Noise Assessment Report 12/2392/R2-1

On Page 82 under Plan Nos, amend plan Nos as follows:

Existing Plans:

1413-LO-01; 1413-00-ST-01; 1413-00-ST-02; 1413-00-ST-03 Rev A; 1413-00-GD-02; 1413-00-GD-03; 1413-00-GD-04; 1413-00-01-04; 1413-00-EL-01; 1413-00-EL-02; 1413-00-EL-03

Proposed Plans:

1413-20-ST-01 Rev B; 1413-20-GD-01 Rev A; 1413-20-GD-02 Rev A; 1413-20-01-01; 1413-24-RF-01 Rev A; 1413-24-RF-02 Rev A; 1413-30-EL-01 Rev A; 1413-30-EL-02 Rev A; 1413-30-EL-03 Rev A; 1413-30-ST-01 Rev A; 1413-30-SE-01 Rev A; 1413-30-SE-02 Rev A; 1413-PP-01 Rev A; 1413-PP-02 Rev A; 1413-PP-03 Rev

A; 1413-PP-04; 3662/P01 Rev A; 3662/P02 Rev A; 3662/P03 Rev A; 3662/SK07

Supporting Documents:

Flood Risk Assessment Ref: JRC/582035/VAUG/JRC Rev 5, dated 15<sup>th</sup> March 2013; Design and Access Statement Rev D; Vaughan School – Schedule of Materials; Daylight and Sunlight Report Rev A by Daniel Armstrong Associates, (Revised 29 January 2012); Vaughan Primary School – Management of Construction on a Live Site;

Breem Pre-Assessment Tracker and Action List Ref: CTN/7132100/CTN Rev 02, dated

17 September 2012; Vaughan Primary School Site Study, by LOM Architecture and Design (September 2012); Ecological Assessment by MLM Environmental - Ref : DMB/723865/R14/GH Rev 0, dated 24 August 2012; Arboricultural Impact

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1/03

## NEIGHBOUR NOTIFICATION UPDATE

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AMEND the proposed Heads of terms as follows:

**INFORM** the applicant that:

1. The proposal is acceptable subject to the completion of the Legal Agreement to include the following Heads of Terms:
  - I. The submission of a detailed **Ecological Woodland Management Plan** including details of an access strategy, maintenance arrangements and necessary funding.
  - II. A contribution towards **training and employment**
  - III. The re-provision of **open space** within one year of practical completion of the development. The land will be permanently retained as open space
  - IV. Provision of 100% affordable housing (all general needs/social rented)
  - V. Harrow Churches Housing Association shall enter into a nominations agreement with the Council in order to ensure that suitable applicants from the Council's own waiting list can benefit from these proposals.
  - VI. **Legal Fees:** Payment of Harrow Council's reasonable costs in the preparation of the S106 Legal Agreement
  - VII. **Planning Administration Fee:** Payment of an administration fee for the monitoring of and compliance with the agreement.

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### Additional Arboricultural Comments

The Arboricultural Impact Assessment is comprehensive and the proposals for removal of trees which are a direct constraint, e.g. within or close to, the footprint of the new building, are also acceptable

I accept that there are difficulties in relation to access routes for construction. However ideally the access route through the southern area of the woodland should be reconsidered or avoided if possible. If this was the only solution available I would require more details on the types of construction vehicles that would be used to determine the width of clearance needed

I have no significant concerns regarding potential post development pressure for pruning, removal etc for future occupiers.

Both T36 and T104 appear to be outside the area of tree protection fencing / construction exclusion zone. It is considered that both of these trees could be retained.

T36 Oak: this tree is shown to be removed and is relatively poor quality, however this could possibly be retained, or at least removal could be delayed until construction works are completed, in order to retain some screening between the properties / adjoining gardens and the construction site

T104 Oak: could this also be retained if possible

As such, in light of the above further conditions are recommended requiring details to be provided in respect of a detailed arboricultural method statement for the timing and

phasing of arboricultural works and a detailed tree protection plan for further consideration by the Local Planning Authority.

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### **Neighbour Notification Update**

Since the committee report was produced, the final numbers of neighbour responses to the application are outlined as follows:

Sent: 251

Replies: 4

Expiry: 10.05.2013

Additional comments received by the Local Planning Authority are summarized as follows:

- The woods are protected by a Tree preservation Order and they should not be cut down. These small wooded areas of Greater London should be kept – this particular woodland contain owls and other endangered species and the woodland should therefore be maintained.

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**AMEND** the planning conditions as follows:

#### **AMEND condition 2 as follows:**

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

a: the building

b: the ground surfacing

c: the boundary treatment

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

REASON: To safeguard the appearance of the locality, as required by saved policy D4 of the Harrow Unitary Development Plan (2004).

#### **AMEND condition 3 as follows:**

Save where varied by the other planning conditions comprising this planning permission, the development hereby permitted shall be carried out in accordance with the approved plans: 118/ PL 01/ Rev P1; 118/PL10/Rev P1; 118/PL11/Rev P1; 118/PL12/ Rev P1; 118/PL13/Rev P1; 118/PL14/ Rev P1; 118/PL15/Rev P1; 118/PL16/Rev P1; 118/PL17/ Rev P1; 118/PL18/Rev P1; 118/PL100/Rev P2; 118/PL102/Rev P1; 118/PL104/Rev P1; 118/PL105/Rev P1; 118/PL106/Rev P1; 118/PL107/Rev P1; 118/PL108/ Rev P1; 118/PL113/Rev P1; 118/PL114/Rev P1; J45.85/01; J45.85/02; A081128-005; A081128-006; Design and Access Statement; S12-304-100 Rev A; S12-304-101; Statement of Community Involvement – March 2013; Woodland Management Statement by Harrow Churches Housing Association; Daylight and Sunlight Report prepared by GIA Ref: 7220, dated 26<sup>th</sup> March 2013; Extended Phase 1 Habitat Survey – Ref DFC 1356, dated 2<sup>nd</sup> November 2012; Energy and Sustainability Strategy – Ref: P2466 C, dated 26<sup>th</sup> March 2013; Supporting Planning Statement – Ref: 2088, dated 2nd April 2013; Revised Woodland Tree Survey and Preliminary Management Proposals – Ref J45.85, dated 26<sup>th</sup> March 2013;

Transport Statement – Issue 2, dated 26<sup>th</sup> March 2013; Document titled Schwegler Sparrow Terrace; Document titled: Schwegler Robin Deep Nest Box 1N; Document titled Ibstock Swift Nesting Box; 118/PL112/ Rev P2; 118/PL111 Rev P2; 118/PL110/ Rev P2; 118/PL115/ Rev P2; 118/PL101/ Rev P3; 118/PL103/ Rev P2; 118/PL109/ Rev P3; Email Re: P/0806/13-Paxfold, Elizabeth Gardens –Tree Removal and Daylight and Sunlight Standards, dated 30.05.2013; Untitled Document – Tree Plan Overlay; 7220-09 01 Rev A; J45.85/03; Woodland Access Strategy by Studio Aitken Urbanists – May 2013; Draft Arboricultural Implications Assessment for Proposed Woodland Building – Ref: J 45.85, dated 29<sup>th</sup> May 2013;

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

**AMEND condition 5 as follows:**

Details of any extraction flues, ventilation systems, and rainwater disposal systems (including downpipes) shall be submitted to and approved in writing by the Local Planning Authority before the commencement of any work above DPC level of the buildings hereby permitted is carried out. The application shall be implemented in full accordance with such details and be maintained thereafter.

REASON: In order to ensure a high standard of development which provides an appropriate standard of visual amenity for the surrounding area, as required by saved Policy D4 of the Harrow Unitary Development Plan 2004.

**AMEND condition 8 as follows:**

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

Hard landscape works shall include details of permeable paving, vehicle barriers external lighting and the woodland timber walkway.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with saved policies D4 & D9 of the Harrow Unitary Development Plan (2004).

**AMEND condition 11 as follows:**

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

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

REASON: To safeguard the amenity of neighbouring residents and the character of the locality in accordance with saved policy D4 of the Harrow Unitary Development Plan (2004).

**AMEND condition 14 as follows:**

The construction of any buildings hereby permitted shall not commence until details of the levels of the buildings, roads and footpaths in relation to the adjoining land and highway, and any other changes proposed in the levels of the site, have been submitted to, and approved by, the local planning authority.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement, as required by saved policies D4 and EP12 of the Harrow Unitary Development Plan (2004).

**AMEND Condition 22 as follows:**

The new buildings hereby permitted shall not be occupied until a travel plan statement has been submitted to, and approved in writing by the local planning authority. The travel plan statement shall be implemented in accordance with the approved details from the first occupation of any part of the new buildings.

REASON: To ensure the satisfactory provision of facilities for all users of the site and in the interest of highways safety in accordance with the saved policies D4 and T13 of the Harrow Unitary Development Plan 2004.

**AMEND condition 23 as follows:**

The new buildings hereby permitted shall not be occupied until details of the 5 cycle parking spaces on the site shall be submitted to and approved in writing by The Local Planning Authority. The cycle parking shall be implemented on site for the sole use of the development and shall be retained for the duration of the 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, in accordance with policy 6.9B of The London Plan 2011 and saved policies D4 and T13 of the Harrow Unitary Development Plan (2004).

**ADD the following conditions:**

24. No works are to commence on site until a Tree Protection Plan (in accordance with BS 5837:2005) has been submitted to and approved in writing by the Local Planning Authority. The Tree Protection Plan shall contain full details of the following:-

- (a) Trees to be removed / retained
- (b) The root protection areas to be identified on plan for retained trees and hedges;
- (d) The type and detail of the barrier fencing to be used
- (e) The precise location of the barrier fencing to be shown on plan.

The development shall be carried out in accordance with the Tree Protection Plan.

REASON: The existing trees represent an important amenity feature which the Local Planning Authority considers should be protected, and as required by saved policy D10 of the Harrow Unitary Development Plan (2004).

25. No operations of any description shall commence on site in connection within the development, until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. (This includes no tree felling, no tree pruning, demolition, temporary access construction, soil moving, temporary access construction, and no operations involving the use of motorised vehicles or construction machinery).

The Arboricultural Method Statement shall contain full details of the following:

- (a) Timing and phasing of arboricultural works in relation to the approved development;
- (b) Construction exclusion zones;
- (c) Protective barrier fencing;
- (d) Ground protection;
- (f) Special engineering works including 'no dig construction' in relation to the temporary construction access route
- (g) Pre construction tree works / access facilitation pruning

REASON: The existing trees represent an important amenity feature which the local planning authority considers should be protected, and as required by saved policy D10 of the Harrow Unitary Development Plan (2004).

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

REASON: To safeguard the ecology and biodiversity of the area in accordance with saved polices EP27 and EP28 of the Harrow Unitary Development Plan (2004).

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Consultation Responses:

As outlined in the main body of the report, particular regard has been had to the impact of the development on the woodland area. The ecological value and amenity value of the woodland is fully acknowledged. However, through the submission of an ecological management plan and careful management, secured via a section 106 agreement, it is considered that the woodland character and ecological value can be retained, whilst also providing a significant benefit to the wider community.

2/01

**Addendum Item 1:**

Four further objections were received on the 5<sup>th</sup> of June and 18<sup>th</sup> June 2013.

**Gareth Thomas MP**

Points raised in this letter have been raised by objectors previously, which have been responded to either in the officers report or subsequent addendums.

**Headstone Residents Association.**

*Unsupported eight hour shift, seven days a week, responsible for up to 5 residents within no allowance for staff indisposition or holidays.*

The staffing arrangements will be required to meet the minimum standards as set by Ofsted.

**Members of the Public**

*Children have a better chance in life if they are cared for in a family environment and for this reason fostering is better option than a care home.*

*Children in care homes are often targeted by criminals and have not been sufficiently protected by authorities*

This is not a material planning consideration.

*The Council are recommending approval of this application even though there is substantial local concern.*

The officers report has assessed the application against the relevant policy context, and all other material planning considerations. The decision on the application is to be made by the elected members.

*Limited Consultation*

Consultation covered in officers report.

**Addendum Item 2:**

**Petitioners Action Plan Dossier**

A dossier dated the 11<sup>th</sup> June 2013 and received by the Harrow Council on the 18<sup>th</sup>

June 2013.

The dossier submitted provides commentary on the Officers Report, evidence compiled by the author and also referrals to another residential care home facility within the borough.

The points raised in this dossier are noted.

Council Officers are satisfied that the committee report accurately assesses the application, which is based on the information that was submitted in support of it.

**Item No: 1/02 – P/2515/12**

**Appendix A – VAUGHAN PRIMARY SCHOOL, VAUGHAN ROAD, HARROW**



At the request of the planning committee:

## **A review of the proposed site configuration for Vaughan Primary School expansion**

**Explanatory document**

Presented by Harrow Council & LOM architecture and design  
30.05.2013

# Introduction

On the 17th April 2013 the planning committee deferred the planning application for Vaughan primary school to 'enable officers to liaise with the applicants to explore whether there were any alternative solutions to the school expansion other than that which was presented to the Committee'.

During the meeting it had been suggested that the school could alternatively be re-developed on the existing footprint or to the south of the site.

# Summary

To determine if the school could be more beneficially redeveloped in an alternative location on site a review of the operational objectives of the project has been undertaken; along side the restrictions of the site constraints.

A similar options study was completed at the feasibility stage of the project and has been ratified by the result of this review which has concluded that the current planning application is based on the optimum school configuration and that the proposed alternatives locations are sub-optimal to that design.

This document has therefore been provided in support of planning application P/2515/12 and makes no amendment to that application. The following information has been provided support of the conclusion of this report:

The Operational Objectives	page 2
The Site Constraints	page 3
Option 1 - to build on the existing footprint	page 4
Option 2 - to build to the south of the site	page 5
Option 3 - to build to the north of the site	page 6
A scoring matrix of the options	page 7

# Operational objectives

## **Educational Excellence**

The school expansion programme has led to this opportunity to create an up to date, efficient, safe and sustainable learning environment for the staff and children, which will vastly improve the learning experience for an increased number of children attending the school. The project aims to support educational excellence in all areas to enhance the council's strong reputation for education, as well as providing a value for money solution to minimise impact on council finances.

## **Layout**

The layout and size of the school has followed the design principles set out in the governments BB99 guidelines to provide efficient and flexible facilities which support modern teaching methods in addition to enabling use by the local community. The optimum design maximises these objectives with the infant and junior classrooms both in close proximity to the shared facilities, which are also located for easy and secure access for other users.

## **Disruption to the children's education**

An important factor in the design was minimising disruption to the pupils and staff during the construction phase and in the permanent solution. The optimum solution will achieve this by locating the construction site where it can be segregated from the operational school, by avoiding the need to relocate the children prior to the new accommodation becoming available and by avoiding noise issues from surrounding infrastructure and local businesses.

## **Outdoor play space and flooding**

A reduction in the children's outdoor hard play areas during construction should be minimised to avoid split play times, which are disruptive to the operation of the school. The long term solution needs to deal with the drainage issue on the current playing fields by providing drained playing fields and a permanent flood risk solution for the benefit of the school and surrounding neighbours.

## **Safe school site**

Secure by Design certification is a police initiative owned by the Association of Chief of Police Officers. Failure to achieve certification will impact on the schools Ofsted rating and the BREEAM design classification. Advice and consultation was held throughout the design process in order to achieve certification.

Section 18.1 of the guidance states 'The area forming the route from public site access to the reception and to the visitor's car park and delivery points should be as short as possible, open to view from reception area and secured from the rest of site'.

## **Environment**

BREEAM sets the standard for best practice in sustainable building design, construction and operation. This project must achieve a BREEAM rating of Very Good.

To achieve this, all buildings are design to have low running costs, low maintenance requirements, and be low carbon, green and sustainable. A particularly important element for the children and staff is the requirement for natural light and ventilation.

## **Local community**

The school provides a focal point for the local community and is an essential part of community life. Section 16.3 of the Secure by Design guidance states: 'The location of the shared facilities must be considered at the outset as this may affect the design of the reception and the whole of the building complex. For example, a reception area can have several controlled access doors leading to different wings of the school, thereby enabling parts of the school to remain secure and alarmed outside of normal school hours when the local community is using the shared facilities'. These arrangements must be discussed with and approved by the Crime Prevention Design Officer as they will be critical to the outcome of an application for Secure by Design certification.

## **Temporary accommodation**

The use of temporary accommodation should be avoided wherever possible as it is an expensive and disruptive solution.

## **Construction**

A key factor for the school will be safe and efficient operation during construction. This is achieved by ensuring that the location of the site can be completely segregated from the children and staff, and ideally with a vehicular entrance to the site that avoids deliveries of materials crossing through the school site.

# Site constraints

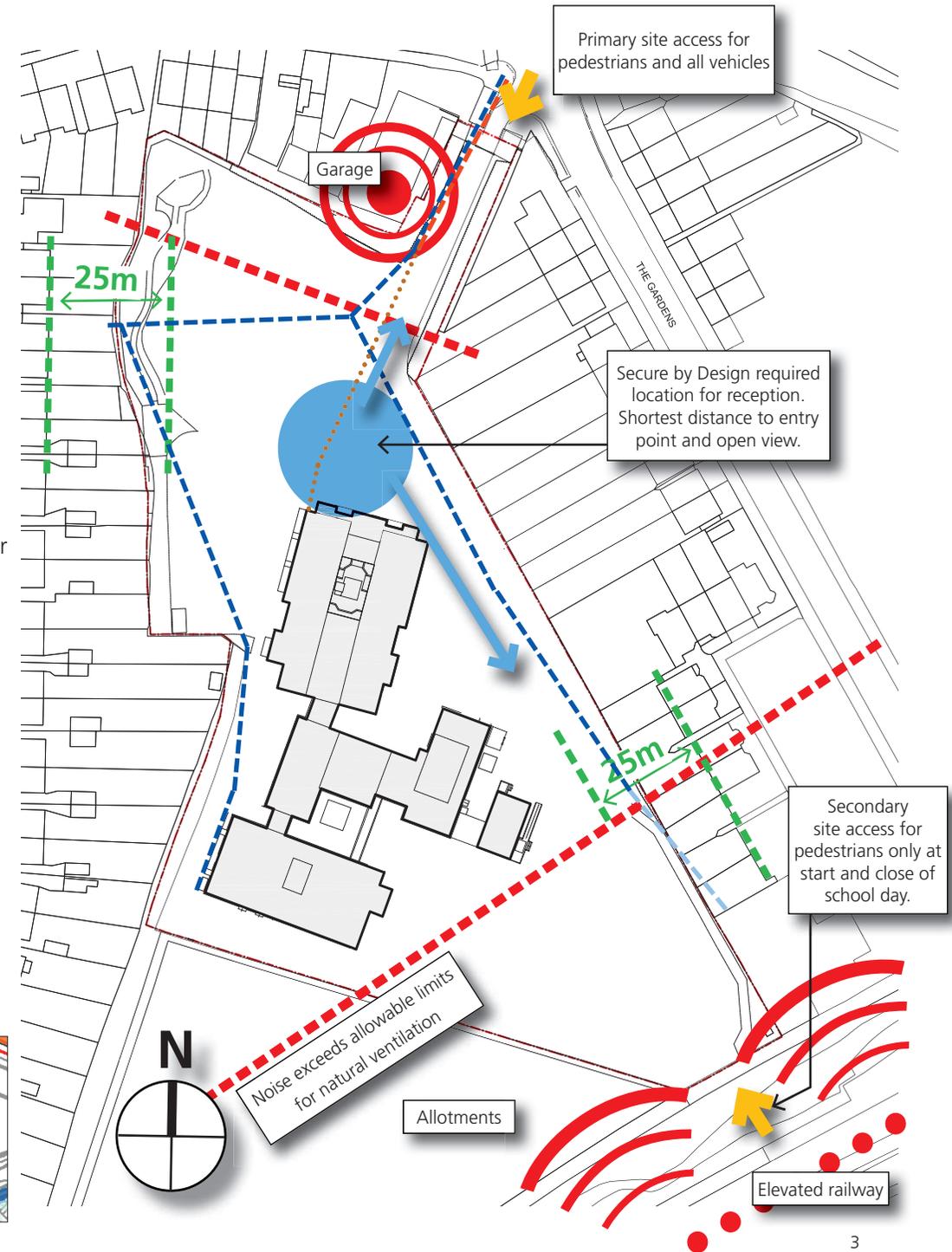
In determining the location for the redeveloped school the following site constraints have been considered:

-  **Noise.** The elevated railway and the local garage restrict the use of a natural ventilation strategy. Classrooms in these areas require windows to be fixed and the use of mechanical ventilation.
-  **Site Access.** Vehicular access is only possible from the primary site entrance.
-  **Area boundaries.** No construction is allowed within 5m of the boundary and 25m of the rear façade of adjacent houses. The allotment land is not available for construction.
-  **Culvert.** No construction is allowed within 3m of the existing culverted water course.
-  **Sewer.** The existing school sewer also has similar restrictions.
-  **Secure by design location for reception office.**

As the site is designated as Open Space in the Local Plan there can be no net loss of open space. (The footprint of the new building cannot be larger than the current footprint.)

The entire school site is within a flood plain and classified as flood risk area 3b. Any and all development will require flood compensation and management regardless of the location on site.

Plan from Harrow's SFRA indicating extend of flood plain across entire Vaughan site

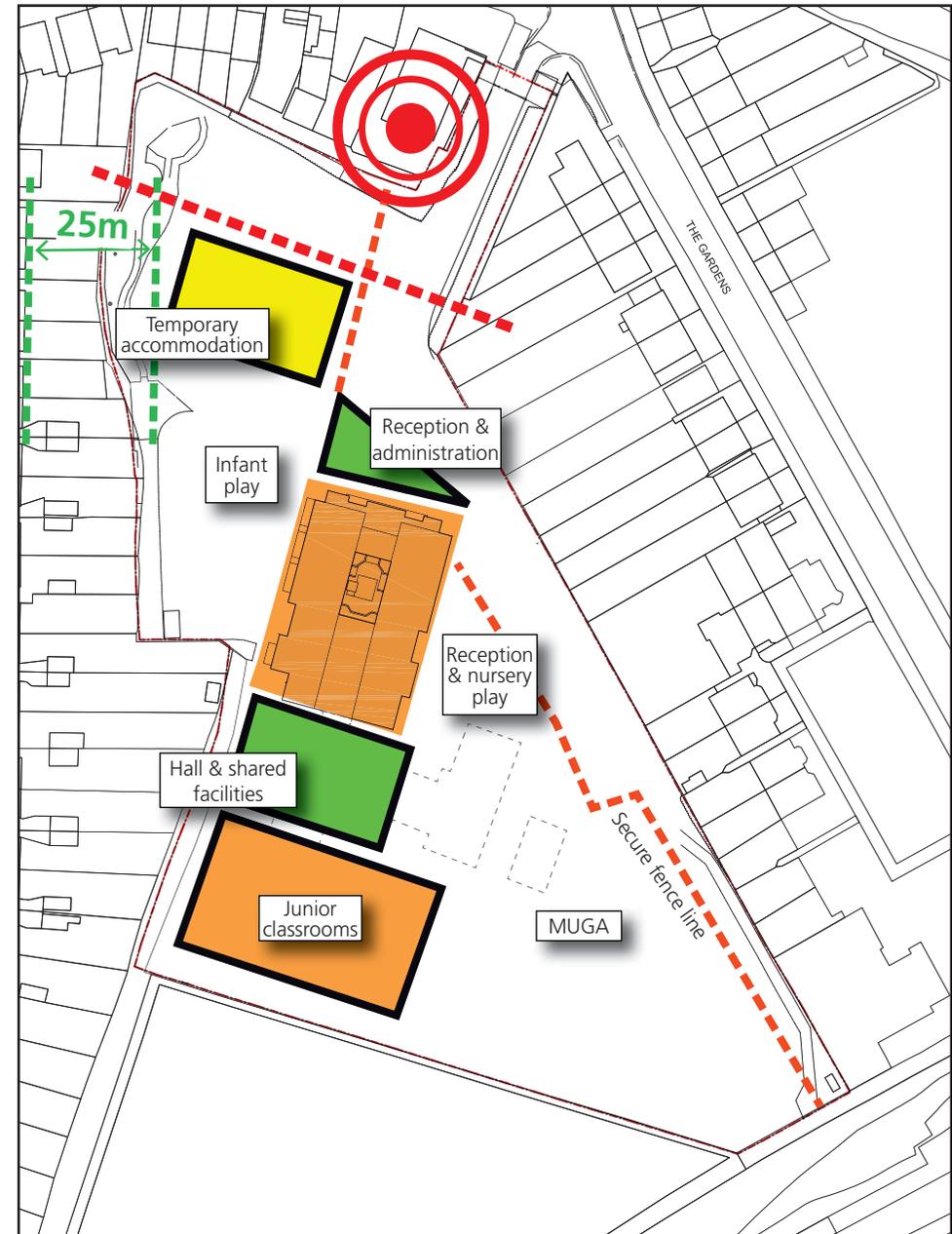


# Option 1 - build on existing footprint

This option is to replace the existing school hall, and the junior teaching block in their current location. It refurbishes the infant teaching block and provides a new reception area to the front of the infant block near the main entrance. Temporary accommodation will be required on the playing fields.

With regards to the operational objectives and the site constraints this option is sub-optimal to options 2 and 3 for the following reasons:

1. The layout is inefficient as the teaching blocks are not clustered around the shared facilities. Visitors at reception will have to pass through or around the infant teaching spaces to access the hall or junior block.
2. The children's education will be affected by the construction noise and traffic that passes by the classrooms to access the construction area at the back of the site.
3. Only the infant hard play area is available to the infants and juniors to share during the construction phase. This would necessitate split playtimes which create noise, distraction and disruption during lessons.
4. Secure by Design certification would not be achieved as the administration/reception offices and shared facilities are not located together. This is a less safe site configuration and will affect the schools Ofsted rating.
5. Construction of the junior block and shared facilities is deep within the site, which creates complex health and safety issues during construction and a requirement for temporary car parking and complex segregation strategies.
6. The requirement for temporary accommodation creates more disruption to the children, which is not required in options 2 and 3.
7. The requirement for temporary accommodation adds significant additional costs to the project and extends the construction programme.
8. The school are not supportive of this disjointed site configuration.



## Option 2 - new build to south

This option could be constructed for a similar cost and duration as option 3 however it is excluded because it provides a sub-optimal solution in every other aspect from that given by option 3.

1. The junior school classrooms would have smaller fixed windows and be mechanically ventilated due to the noise from the railway. This provides a poor learning environment.
2. Only one hard play area is available to the infants and juniors to share during the construction phase. This would necessitate split playtimes which create noise, distraction and disruption during lessons. The MUGA will not be available until project completion.
3. The reception/administration and shared facilities are not located together which creates security and logistical issues and would not achieve Secure by Design certification.
4. The addition of the corridor linking the infant block to the shared facilities will create a net loss of open space, which is not acceptable under planning constraints.
5. Overlooking issues with neighbours are not improved compared to Option 3. This proposal simply affects different neighbours.
6. Construction of the new building is more difficult than Option 3 as the location is more irregular, constrained and away from the site entrance.
7. There is increased disruption to the school during construction as the main works are located at the back of the site and away from the site entrance. All the construction traffic will have to pass by the infant school.
8. Inefficient use of the space and poor site configuration.
9. The school are not supportive of this disjointed site configuration.
10. Greater impact on habitat and trees.



## Option 3 - new build to north

This option has been selected and developed for the planning application as it provides the optimum solution for the site as follows:

1. The junior school classrooms can be naturally ventilated as there is space to face them away from the mechanics garage.
2. Both the infant and junior hard play areas and the MUGA will be available during the construction.
3. The shared facilities and reception/administration offices are directly linked allowing good management of security and public/community access.
4. The shared facilities are close to both the infants and junior teaching blocks providing the best educational and logistical arrangement for the site.
5. Overlooking issues with neighbours are similar to option 2. This proposal simply affects different neighbours
6. Construction is safer and more straightforward than Option 2 as the site is more regular and close to the school entrance.
7. This option provides the least disruption to the school as the main construction works are segregated and the location avoids traffic crossing the site.
8. Optimum site configuration and efficient use of the space.
9. Support of the new school design and layout by the school.
10. Minimise impact on habitat and trees by building in an open area.
11. No requirement for temporary accommodation.



# Scoring matrix

Each of the three options has been scored against a number of criteria in order to demonstrate their relative advantages and disadvantages. The matrix demonstrates how each of the options is either positive or negative against the criteria, with the relative costs shown as appropriate.

	Rebuild on existing footprint	New build to the south	New build to the north
	Option 1	Option 2	Option 3
Efficient layout of the school with the shared facilities and reception areas close to both the infant and Junior teaching blocks			
Options 1 and 2 only allow one hard playground during construction with split playtimes and noise during lessons.			
Option 1 requires temporary accommodation, including attenuation, ramps and paths which will add approximately 4 months to the construction programme			
Passive environmental performance with natural daylight and ventilation is only achievable in options 1 and 3			
The mechanical ventilation and lighting will increase running costs, maintenance requirements and carbon emissions.			
BREEAM Very Good Standard is at risk if a natural daylight and ventilation strategy can not be used.			
Option 2 requires the re-plantation of trees and existing habitat.			
Deliveries to shared facilities (including kitchens) in option 1 and 2 will not be near the entrance which increases the security risk, noise and disruption to the classrooms.			
Construction noise and disruption during lessons is to be minimised where possible by building close to the site entrance and away from the classrooms			
Safe and segregated construction site, located close to site entrance, avoiding heavy construction traffic through the site. Options 1 & 2 carry higher H&S risks.			
Temporary carparking is required in option 1 and 2 during construction as the current carparking areas would be required for construction traffic and use.			
Split community use areas in options 1 and 2 compromising school security and will not achieve Secured by Design certification			
OFSTED rating will be lower in options 1 and 2 without Secure by Design certification.			
Option 2 with a covered walkway between the infants and shared facilities will not meet the Local Plan for no net loss of open space.			
Buildings located more than 25m away from neighbours			
<b>Additional Project Costs</b>			
Option 1 requires temporary site accommodation, including attenuation and flood risk provision. (estimated)	£1,400,000		
Diversion of culvert (Thames water quotation)			£199,000
Additional carpark works at the north of the site bridging the culvert. (estimated)		£75,000	
Additional cost of a link corridor to connect the junior school to infant school (estimated 90m2)		£135,000	
Requirement for fixed windows and mechanical ventilation to the junior classrooms (estimated)		£25,000	
<b>Total</b>	<b>£1,400,000</b>	<b>£235,000</b>	<b>£199,000</b>

**ADVANCE WARNING GIVEN OF REQUESTS TO MAKE REPRESENTATIONS ON  
PLANNING APPLICATIONS**

Application	Objector	Applicant/Applicant's Representative (who has advised that they would wish to reply)
1/01 Bradstowe House, Headstone Road, Harrow	Irene Wear	Robert Sprunt
1/02 Vaughan Primary School, Vaughan Road, Harrow	Rosalyn Neale Hernando De Cruz	Catherine Doran Andrew Griffin or Pippa Lee
1/03 47 to 96 Elizabeth Gardens, Stanmore	Mark Charles	Sheelagh McManus
2/01 37 Headstone Lane, Harrow	John Betts Caroline Liw Russell Sutcliffe (reserve)	Applicant unable to attend